



City of Kenmore
**Planning Commission Meeting
Agenda**
Tuesday, September 15, 2026
7:00 PM

ZOOM - LINK: <https://kenmorewa-gov.zoom.us/j/82475842286>

Telephone: Dial US: +1 253 215 8782

Webinar ID: 824 7584 2286

REQUEST AN ACCOMMODATION HERE: kenmorewa.gov/accommodation

If you have technical difficulties accessing the meeting virtually, please contact stippleleen@kenmorewa.gov.

Technical Difficulties – If the virtual component of the meeting disconnects, and we cannot resolve technical difficulties to reconnect the virtual component, the in-person meeting will continue at City Hall if there is a quorum of the body to conduct business.

1. CALL MEETING TO ORDER - 7:00 PM

2. ROLL CALL

3. LAND ACKNOWLEDGEMENT

We acknowledge that the City of Kenmore is situated upon the ancestral lands of the Snohomish, Snoqualmie, Sauk-Suiattle, Duwamish, Stillaguamish, Tulalip, Suquamish, Muckleshoot, and other tribes who are part of the Coast Salish Peoples. We recognize and express our deepest respect for their enduring stewardship and profound relationship with this land, which they have cherished and protected since time immemorial. We honor the First Peoples, acknowledge their vibrant cultures, and commit ourselves to learning from their wisdom in our journey to promote justice, equity, and mutual understanding. We pledge to stand alongside these communities in acknowledging past injustices and working towards a future that respects and celebrates the diverse heritage of this land.

4. FLAG SALUTE

5. PUBLIC COMMENTS

We welcome our community members to the Planning Commission meeting. In this forum, the Commission does not engage or dialogue with the public; the primary role is to listen. We will hear from our on-site guests first, followed by our pre-registered virtual guests. All guests must address comments to the Commission. The Clerk will acknowledge your request and call your name when it is your turn. Your time will start when we confirm that we can hear you. Please state your name and city of residence for the record and keep your comments to 3 minutes. We will not split your time with others or reset your time except by express approval

of the Chair. You can submit materials to the Clerk in advance. This meeting is being recorded. Thank you for taking the time to express your comments.

- A) **VIRTUAL PUBLIC COMMENT PRE-REGISTRATION PROCESS:** To provide public comments virtually, please fill out the [Virtual Public Comment Request Form](#) in advance of the meeting. The form closes at 12:00 Noon on the day of the meeting. You will be confirmed by the Clerk. If you are having difficulty, please reach out to the Clerk at stippleleen@kenmorewa.gov.

6. CONSENT AGENDA

- A) 09.01 Meeting Minutes
1. 09.01 minutes

7. AGENDA ITEMS

- A) Neighborhood Retail
1. Neighborhood Retail Staff Memo
2. Neighborhood Retail Draft Code
3. Student Corner Store Design Contest Slides
- B) Comprehensive Plan Amendments
1. Staff Memo
2. Attachment 1 - Proposed Comp Plan Amendments
3. Attachment 2 - Proposed Title 10 and 18 Zoning Code Amendments
4. Attachment 3 - Proposed 2026 Zoning Map Amendments - updated 9/10
5. Attachment 3b- List of Proposed 2026 Zoning-LU Map Amendments - updated 9/10

8. ADJOURNMENT

UPCOMING MEETING SCHEDULE:

- A) October 6, 2026, 7pm

City of Kenmore
Planning Commission Meeting Minutes
September 1, 2026 @ 7:00 PM

Planning Commission Members – In Attendance (the meeting was held onsite and virtually using the Zoom online platform)

Tracy Banaszynski, Chair

David Dorrian, Vice Chair

Kara Macias

Edouard Lassalle

Mike Vanderlinde

Dwight Thompson

Excused:

Chris Olson

Staff

Debbie Bent, Deputy City Manager

Samantha Loyuk, Community Development Director

Todd Hall, Planning Manager

Shannon Tipple-Leen, Planning Commission Clerk

Scott Passey, Co-Clerk

Consultant

Andrew Bjorn, Senior Planner, A Regional Coalition for Housing (ARCH)

1. CALL TO ORDER

The meeting was called to order by Chair Banaszynski at 7:00 PM.

2. ROLL CALL

Commissioner Olson was excused.

3. LAND ACKNOWLEDGEMENT

The Land Acknowledgement was read.

4. FLAG SALUTE

The Flag Salute was done.

5. PUBLIC COMMENTS

No Public Comment was given.

6. CONSENT AGENDA - APPROVAL OF MINUTES

The Planning Commission Meeting Minutes from July 21, 2026 were accepted with unanimous consent.

7. AGENDA ITEMS

Staff Introductions and Department Restructuring

Debbie Bent announced that the Community Development and Development Services Departments were recently combined to save resources and streamline processes. With the restructuring, Debbie moved into the role of Deputy City Manager and Samantha Loyuk became Director of the combined Community Development team.

The Commission shared their best wishes to Debbie and Samantha.

Housing Strategy Plan Discussion

The Planning Commission discussed the draft Housing Strategy Plan, including the relationship between the proposed strategies and the City's adopted Housing Element. Commissioners generally expressed support for the four identified priority strategies, while noting that implementation will require significant staff and consultant resources, funding, coordination, and flexibility as legislative and funding conditions change. Commissioners emphasized that the City should focus its limited resources on actions where it can have a meaningful impact on housing production and affordability, particularly strategies that can result in new housing rather than solely maintaining existing conditions.

The Commission discussed the sequencing and prioritization of the strategies. There was general support for elevating strategies related to housing production, including permit-ready plans and other tools that can facilitate development. Commissioners also discussed moving community land trust work and preservation of manufactured housing communities higher in the priority structure, particularly given the City's interest in deeply affordable housing and preventing displacement. Faith-based land was identified as another potential opportunity for deeply affordable housing that may require proactive City involvement because market forces alone are unlikely to produce housing at the deepest affordability levels. The Commission also discussed the potential value of moving homeowner and developer education earlier in the plan to improve understanding of middle housing, development processes, and available opportunities.

There was discussion regarding displacement, particularly the need to identify and address potential risks to manufactured housing communities. The Commission noted that increasing density does not necessarily prevent displacement and that preservation strategies should be considered alongside housing production strategies. Commissioners also discussed the importance of a balanced approach that addresses a range of housing types and affordability levels and reflects the City's own housing priorities in addition to regional and state requirements.

The Commission discussed the draft plan's logic model, phasing, and proposed tiers of implementation. Commissioners generally supported prioritizing the four key strategies but questioned whether a three-phase structure accurately reflected the City's capacity and anticipated timelines. A tiered approach was viewed as potentially more useful than specific completion dates, particularly because several strategies may require substantial time, funding, coordination, or major code and policy updates. Commissioners noted that dates should be realistic and should not imply that all identified actions can be completed within the same timeframe.

The Commission also discussed accountability, outcomes, metrics, and performance tracking. There was general interest in establishing a way to evaluate whether the City's actions are producing meaningful results, while recognizing that housing outcomes are influenced by market conditions and factors outside the City's direct control. Potential measures discussed included tracking affordable housing units by income level, manufactured housing units preserved, progress on faith-based housing opportunities, and implementation of specific work-plan actions. The distinction between measures of completing an action and longer-term housing outcomes was also discussed.

Commissioners supported including information about accountability and evaluation in the plan, although there was not consensus on incorporating detailed metrics directly into the document. A periodic review of the plan, potentially every two years, was also suggested to allow the City to respond to legislative changes, changing conditions, and implementation progress.

Finally, the Commission discussed the organization and presentation of the draft plan. Commissioners suggested adding a brief introductory narrative or background section to better explain the purpose of the plan, its relationship to the Housing Element, and the level of effort associated with implementation. The Commission generally supported keeping this additional context concise. Following discussion, there was broad support for advancing the four priority strategies and moving the Housing Strategy Plan forward to a public hearing, with revisions to address the Commission's comments regarding context, prioritization, phasing, accountability, and implementation.

MOTION – Commissioner Dorrian moved to move the Housing Strategy Plan to Public Hearing on October 6th. Commissioner Vanderlinde seconded. Yes: 6, No: 0, Absent: 1.

Motion passed.

Future Meetings:

Planning Commission Meeting - September 15, 2026, 7PM

Neighborhood Retail

Comprehensive Plan/Misc. Code Amendments/Zoning & Land Use Map Amendments

Public Hearing - October 6, 2026, 7PM

Housing Strategy Plan

Neighborhood Retail

Comprehensive Plan/Misc. Code Amendments/Zoning & Land Use Map Amendments

8. ADJOURNMENT

Chair Banaszynski adjourned the meeting 8:45pm.

Planning Commission Clerk

Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: September 15, 2026

To: Planning Commission

From: Brittany Chue, Senior Planner

Regarding: September 15, 2026, Meeting Agenda Items

At your Tuesday, September 15, 2026, meeting, staff will present draft code on neighborhood retail and ask Planning Commission for feedback.

A public hearing is tentatively scheduled for the October 6, 2026, Planning Commission meeting. Planning Commission will tentatively present their recommendations to City Council on October 19.

Attachments

Neighborhood Retail

1. Neighborhood Retail Staff Memo
2. Neighborhood Retail Draft Code

Recommendation

Staff recommends implementing the draft code based on community feedback and Planning Commission direction from attachment #2. Table 1 below summarizes draft code changes.

Table 1. Code Amendments for Neighborhood Retail

Page No.	Chapter in KMC	Topic/Proposed Text Amendment	Explanation/Impacts
1	Chapter 18.20 Technical Terms and Land Use Definitions	Technical Terms and Land Use Definitions Added definitions for accessory commercial unit and craft production.	Accessory commercial units will be allowed at a limit of 1 per lot up to 2,500 sq. ft. Craft production is a new definition for artisan manufacturing to replace light manufacturing for residential uses.
1-16	Chapter 18.21 Residential Zones	Permitted Land Uses Changed Eating and Drinking Place, Personal Service, Indoor Recreational Facility, and Retail Sales from conditionally permitted uses to outright permitted uses in R-4–R-24 zones. Added craft production and mobile service uses to allowed section in R-4–R-24 zones.	This supports community priorities 1-5 based on community surveys and Open Houses: 1. Eating and drinking places 2. Specialty shops 3. Neighborhood Markets 4. Fitness and Recreation 5. Clothing This will make it easier for property owners to have mixed-use or commercial only shops supporting neighborhood retail and provide residents more access to goods and services throughout residential areas in Kenmore.
16	Chapter 18.21 Residential Zones	Nonresidential land uses in residential zones Added provision for 1 accessory commercial	Adding regulations for an accessory commercial structure will give property owners more flexibility when running home-based or neighborhood commercial businesses from their homes.

		unit whether attached or detached.	
16-18	Chapter 18.21 Residential Zones	Personal service, eating and drinking place and retail sales uses in R-4 through R-24 zones. Added standards for hours of operation, building type, scale and intensity, temporary structures, parking, setback, signage, and development standards.	Adding specific provisions for hours, building type, scale, intensity, parking, and other development standards helps ensure neighborhood compatibility by minimizing impacts to neighborhoods through scale, noise, and lighting.
27	Chapter 18.42 Development Standards – Signs	Residential zone signs. Added standards for wall signs in residential areas. Eliminated home occupation sign regulations so all signs would be standardized under nonresidential uses.	Added specific regulations for wall signs to not exceed 25 sq. ft. in residential areas for nonresidential uses.
28-30	Chapter 18.73 Accessory Dwelling Units, Accessory Commercial Units, Home Occupation, Home Industry	Accessory Commercial Units (ACUs) Added standards for accessory commercial units to match accessory dwelling units, except for the size, which is up to 2,500 sq. ft. for ACUs.	Having standards for accessory commercial units helps clarify how many units are allowed in residential lots (up to 1 establishment up to 2,500 sq. ft.). Multiple land use types could still be within the one establishment (e.g., restaurant with retail sales).

Additional Research and Questions

Previous Planning Commission Questions

The following questions are from the [7/21/26 Planning Commission meeting](#).

Is the 6 sq. ft. limit on A-frame signs apply to both sides of the sign?

- The 6 sq. ft. limit is per face. See below for regulations for A-frame signs.

§ 18.42.080 A-frame/sandwich board signs.

A-frame/sandwich board signs shall be permitted throughout the City; provided, that:

- Sign does not exceed six square feet per face;
- Sign is only displayed between the hours of 8:00 a.m. and 9:00 p.m., or during business hours, whichever is earlier;
- Sign must be displayed on-premises, except as expressly permitted in this chapter;
- Sign must not be located in the right-of-way or impede pedestrian or vehicular traffic;
- Only one sign for each street frontage shall be permitted, up to a maximum of two signs; and
- No banners, streamers, balloons or pennants may be attached to any sign.

Figure 1. A-frame example



VEVOR. (n.d.). *Outdoor A-frame sidewalk sign, 24 × 36 inch, sandwich board signs* [Product image]. Walmart.

Is a wall sign on a fence considered a wall sign?

- Yes, a sign on a fence would be considered a wall sign. See below for the definition of a wall sign.

§ 18.20.2720 Sign, wall.

“Wall sign” means any sign painted on, or attached directly to and supported by, a building or structure; with the exposed face of the sign on a plane parallel to the portion of the

building or structure to which it is attached; projecting no more than one foot from the building or structure; including window signs which are permanently attached.

Figure 2. Wall signs on a fence examples.



Signs of Seattle. (n.d.). 3D fence sign [Photograph].



Gallagher Promotional Products. (n.d.). Fence signs [Product images].

What are other cities (e.g., Kirkland and Bothell) doing with Light Manufacturing?

- **Bothell: Artisan manufacturing** is allowed under neighborhood-commercial retail uses in Bothell's code.
 - Definition: "Artisan manufacturing" means the production of goods by the use of hand tools or small-scale, light mechanical equipment occurring within a fully enclosed building where such production requires no outdoor operations or storage, and where the production, operations, and storage of materials related to production occupy no more than 5,000 square feet of net floor area. Typical uses have negligible negative impact on surrounding properties and include woodworking and cabinet shops, ceramic studios, jewelry manufacturing and similar types of arts and crafts, production of alcohol, or food processing.
- **Kirkland:** is currently amending their neighborhood commercial uses and home-based businesses. They are currently in draft regulation development and community engagement, with tentative adoption for next year. Kirkland does not currently allow neighborhood commercial in low density residential zones, but does allow some commercial in medium density residential zones including entertainment recreational facility, grocery store, laundromat, dry cleaners, drug store, barber shop, beauty shop, shoe repair shop, office, hotels, restaurants, or taverns ([KZC20.20](#)).
- **Tacoma: Craft Production**
Craft Production is defined in the Tacoma Municipal Code (TMC) as small-scale on-site production and/or assembly of arts, crafts, foods, beverages or other type of product involving the use of small-scale equipment and/or hand tools. The use must also adhere to the following:
 - Include a retail/eating/drinking/tasting component that occupies a minimum of 10 percent of usable space, front the street at sidewalk

level or have a well-marked and visible entrance at sidewalk level, and remain open to the public.

- Provide screening and/or buffer landscaping of any outdoor storage areas (if allowed) in accordance with TMC 13.06.090.B.
- Operate all production, processing and distribution activities within an enclosed building.

Craft Production includes, but is not limited to ceramic art, glass art, candle-making, custom jewelry manufacture, bakeries, confectionaries, butchers, coffee roasting establishments, and food production and beverage production.

- **Craft Production of Alcohol**

Craft wineries, craft breweries, and craft distilleries limited to 5,000 gallons of product per year are considered Craft Production uses.

- An occupancy that is below an “H” Hazard per the International Building Code (IBC) shall be maintained and not exceeded. Accessory “H” uses are allowed for up to 10% of the site floor area.
- Retail sale and onsite tasting of beverages and/or the ability for producers to act as wholesaler of its own production for offsite consumption are subject to the appropriate state and local licenses.
- Individual tenant spaces or units within a building may constitute the site.

Also see the Washington State Liquor and Cannabis Board (WSLCB) at liq.wa.gov for licensing information.

- **Food and Beverage Production**

The Health Department regulates food and beverage production uses. It's recommended to call 253-798-6500 or visit www.tpchd.org in the preliminary stages of planning your business.

How are mobile food stands currently regulated?

- Mobile food vendors are regulated by the Department of Health. Mobile food vendors must register through the King County Health Department and the City of Kenmore business license. Any violations are handled by the City of Kenmore code enforcement officer.

Clarify language for mobile food service carts or stands with motorized generators (e.g., mini fridge) compared to motorized vehicles

- **§ 18.20.1747 Mobile food service.**

“Mobile food service”

means an establishment engaged in preparing and serving meals and snacks for immediate consumption from motorized vehicles or nonmotorized carts.

The definition can be amended for residential areas to include, “**Nonmotorized carts or stands may utilize compressors or electric motors solely for the cooling or heating of food.**”

The City's Zoning Authority

Cities can regulate zoning categories by size or impact of land use, or anything external related to building structure (e.g., cities can prohibit drive-through structures).

Cities cannot regulate internal sales (e.g., prohibiting hamburgers from being sold), unless the city backs it up with city-wide policies (e.g., Comprehensive Plan) and research (case studies, empirical research) and has a way to regulate it through code enforcement.

Cities cannot prohibit specific corporations or other businesses or franchises by name, except through land use types (e.g., entertainment, retail) or structural regulations (building size, height, parking).

Cities can regulate land use types, for example, by NAICS sub-categories. This would need to be backed by existing city-wide policies and research.

Land Use Types: Existing and New Definitions and NAICS types

The following table has existing definitions for neighborhood retail categories based on Kenmore's code in the left column. These uses will be allowed by right in residential zones R-4–R-24.

When someone wants to start a business in Kenmore, they register for a Business License, which will ask them for an NAICS code (North American Industry Classification System) for tracking and tax purposes, reviewed by the City Manager's Office in Kenmore.

If the business location has a change of use (from one land use type to another or residential to commercial), the applicant will also apply for a change of use permit reviewed by the Community Development Department in Kenmore.

The NAICS sub-categories are listed in the right column and correspond to each Kenmore neighborhood retail category. The definitions are provided as links for each sub-category in the right column. Only the NAICS sub-categories related to neighborhood retail were included in the table.

New neighborhood retail definitions are highlighted in yellow in the table in the left-side column.

The Planning Commission can allow or prohibit specific NAICS uses within neighborhood retail categories if the reasons can be supported by policies and research and are subject to legal review, as some categories could be protected by other laws. Staff can provide the research and policies for the Planning Commission's recommended permitted and prohibited uses if feasible.

Kenmore Neighborhood Retail Definitions (KMC 18.20)	NAICS types and sub-categories
Eating and Drinking: An establishment that prepares meals, snacks and beverages to customer order for immediate on-premises or off-premises consumption from a fixed location (KMC 18.20.863)	<u>722 – Food Services and Drinking Places</u> 7223 Special Food Services 722310 Food Service Contractors 722320 Caterers 722330 Mobile Food Services 7224 Drinking Places (Alcoholic Beverages) 722410 Drinking Places (Alcoholic Beverages) 7225 Restaurants and Other Eating Places 722511 Full-Service Restaurants 722513 Limited-Service Restaurants 722514 Cafeterias, Grill Buffets, and Buffets 722515 Snack and Nonalcoholic Beverage Bars
New Definition: Retail Sales: An establishment within a permanent structure of less than 2,500 square feet engaged in selling goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods. This definition excludes auction houses, automotive sales and service, sales of automotive parts if service, repair or installation are provided on site, bulk retail sales, and eating and drinking places. Existing Definition: Retail sales: An establishment within a permanent structure of less than 65,000 square feet engaged in selling goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods. This definition excludes auction houses, automotive sales and service, sales of automotive parts if service, repair or installation are provided on site, bulk retail sales, and eating and drinking places.	<u>44-45 Retail Trade</u> 4431 Electronics and Appliance Stores 443141 Household Appliance Stores 443142 Electronics Stores 4451 Grocery Stores 445110 Supermarkets and Other Grocery (except Convenience) Stores 445120 Convenience Stores 4452 Specialty Food Stores 445210 Meat Markets 445220 Fish and Seafood Markets 445230 Fruit and Vegetable Markets 445291 Baked Goods Stores 445292 Confectionary and Nut Stores 445299 All Other Specialty Food Stores 4453 Beer, Wine, and Liquor Stores 445310 Beer, Wine, and Liquor Stores 4461 Health and Personal Care Stores 446110 Pharmacies and Drug Stores 446120 Cosmetics, Beauty Supplies, and Perfume Stores 446130 Optical Goods Stores 446191 Food (Health) Supplement Stores 446199 All Other Health and Personal Care Stores 4481 Clothing Stores 448110 Men's Clothing Stores 448120 Women's Clothing Stores 448130 Children's and Infants' Clothing Stores 448140 Family Clothing Stores 448150 Clothing Accessories Stores 448190 Other Clothing Stores 4482 Shoe Stores 448210 Shoe Stores 4483 Jewelry, Luggage, and Leather Goods Stores 448310 Jewelry Stores 448320 Luggage and Leather Goods Stores

	4511 Sporting Goods, Hobby, and Musical Instrument Stores 451110 Sporting Goods Stores 451120 Hobby, Toy, and Game Stores 451130 Sewing, Needlework, and Piece Goods Stores 451140 Musical Instrument and Supplies Stores 4512 Book Stores and News Dealers 451211 Book Stores 451212 News Dealers and Newsstands 4522 Department Stores 452210 Department Stores 4523 General Merchandise Stores, including Warehouse Clubs and Supercenters 452311 Warehouse Clubs and Supercenters 452319 All Other General Merchandise Stores 4531 Florists 453110 Florists 4532 Office Supplies, Stationery, and Gift Stores 453210 Office Supplies and Stationery Stores 453220 Gift, Novelty, and Souvenir Stores 4533 Used Merchandise Stores 453310 Used Merchandise Stores 4539 Other Miscellaneous Store Retailers 453910 Pet and Pet Supplies Stores 453920 Art Dealers 453930 Manufactured (Mobile) Home Dealers 453991 Tobacco Stores 453998 All Other Miscellaneous Store Retailers (except Tobacco Stores) 4541 Electronic Shopping and Mail-Order Houses 454110 Electronic Shopping and Mail-Order Houses
<u>New Definition</u> Personal Service: An establishment primarily engaged in providing services to individuals, such as beauty and barber shops, clothing alterations and repair, photo studios, shoe repair, and repair of personal or household items. This definition excludes automotive repair and service, retail laundry and drycleaning, carpet and upholstery cleaning services, pet grooming, diaper services, and rental and leasing services.	New Definition for Personal Service: <u>72 – Personal Services</u> 7221 Photographic Studios, Portrait 7231 Beauty Shops 7241 Barber Shops 7251 Shoe Repair Shops and Shoeshine Parlors 7299 Miscellaneous Personal Service, Not Elsewhere Classified Existing Definition for Personal Service: <u>72 – Personal Services</u> 7211 Power Laundries, Family and Commercial

<u>Existing Definition</u> Personal Service: An establishment primarily engaged in providing services to individuals, such as beauty and barber shops, retail laundry and dry cleaning, including coin-operated, clothing alterations and repair, diaper services, carpet and upholstery cleaning services, photo studios, shoe repair, pet grooming, and repair of personal or household items. This definition excludes automotive repair and service.	7212 Garment Pressing, and Agents for Laundries and Drycleaners 7213 Linen Supply 7215 Coin-Operated Laundries and Drycleaning 7216 Drycleaning Plants, Except Rug Cleaning 7217 Carpet and Upholstery Cleaning 7218 Industrial Launderers 7219 Laundry and Garment Services, Not Elsewhere Classified 7221 Photographic Studios, Portrait 7231 Beauty Shops 7241 Barber Shops 7251 Shoe Repair Shops and Shoeshine Parlors 7261 Funeral Service and Crematories 7291 Tax Return Preparation Services 7299 Miscellaneous Personal Service, Not Elsewhere Classified
<u>New Definition</u> Recreational facility, indoor: An establishment that provides facilities or services for recreational uses inside a building. Indoor recreational facility includes such uses as gyms and fitness centers. Other uses are subject to conditional use. <u>Existing Definition</u> Recreational facility, indoor: An establishment that provides facilities or services for recreational uses inside a building. Indoor recreational facility includes such uses as clubhouses, gyms, indoor swimming pools, and fitness and bowling centers.	<u>New Definition:</u> <u>7139 – Other Amusement and Recreation Industries</u> 713940 Fitness and Recreational Sports Centers 713990 All Other Amusement and Recreation Industries <u>Existing Definition:</u> <u>7139 – Other Amusement and Recreation Industries</u> 713940 Fitness and Recreational Sports Centers 713950 Bowling Centers 713990 All Other Amusement and Recreation Industries
<u>New Definition</u> Arts, entertainment, indoor: An establishment that provides facilities or services for cultural and entertainment uses inside a building. Indoor arts, entertainment includes uses such as artist	<u>71 – Arts, Entertainment, and Recreation</u> 7115 Independent Artists, Writers, and Performers 711510 Independent Artists, Writers, and Performers *Artist studios could also fall under Personal Service or Retail Sales. 453920 Art Dealers

studios. Other uses are subject to conditional use. <u>Existing Definition</u> Arts, entertainment, indoor: An establishment that provides facilities or services for cultural and entertainment uses inside a building. Indoor arts, entertainment includes such uses as performing arts establishments, artist studios, theaters, museums, libraries, fraternal lodges, tour operators, and arcades, but specifically excludes adult entertainment facilities.	7221 Photographic Studios, Portrait 7299 Miscellaneous Personal Service, Not Elsewhere Classified
Specialized instruction school: means establishments engaged in providing specialized instruction in a designated field of study, rather than a full range of courses in unrelated areas; including, but not limited to: A. Art; B. Dance; C. Music; D. Cooking; E. Driving; and F. Pet obedience training. [Ord. 11-0329 § 3 (Exh. 1).]	<u>61 – Educational Services</u> 611610 Fine Arts Schools 611699 All Other Miscellaneous Schools and Instruction
<u>New Definition</u> <u>Craft Production</u> Means a small-scale establishment engaged in the on-site production, fabrication, assembly, preparation, or finishing of arts, crafts, food, beverages, or other goods primarily through the use of hand tools, small-scale equipment, or	<u>315 – Apparel Manufacturing</u> 3151 Apparel Knitting Mills 315110 Hosiery and Sock Mills 315190 Other Apparel Knitting Mills 3152 Cut and Sew Apparel Manufacturing 315210 Cut and Sew Apparel Contractors 315220 Men’s and Boys’ Cut and Sew Apparel Manufacturing 315240 Women’s, Girls’, and Infants’ Cut and Sew Apparel Manufacturing

similar low-intensity processes. Craft production is intended to be accessory or complementary to a retail, eating and drinking, or other customer-facing commercial use and shall be conducted primarily within an enclosed building. Craft production activities shall be limited in scale and intensity and shall not generate noise, vibration, smoke, dust, fumes, odors, glare, or other emissions that are detectable beyond the premises or that unreasonably interfere with the use and enjoyment of surrounding properties. Outdoor production, processing, and storage of materials or products visible from the right-of-way are prohibited. Examples of craft production include, but are not limited to, ceramics, pottery, glass art, candle making, custom jewelry, small-scale woodworking, furniture making, textile and apparel production, bakeries, confectioneries, specialty food production, coffee roasting, and small-scale beverage production. <u>Existing Definition</u> Light Manufacturing: means an establishment engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products that is of a lower intensity and cleaner than heavy manufacturing establishments. Light manufacturing facilities do not generate noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisances that would be injurious to health or offensive to the senses, or would be an obstruction to the free use of surrounding property and essentially interfere with the comfortable enjoyment of life and property.	315280 Other Cut and Sew Apparel Manufacturing 3159 Apparel Accessories and Other Apparel Manufacturing 315990 Apparel Accessories and Other Apparel Manufacturing <u>339910 – Jewelry and Silverware Manufacturing</u> <u>32721 – Glass and Glass Product Manufacturing</u>
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Light manufacturing facilities require only a small amount of raw materials, area and power to produce items of relatively high value per unit weight. Examples include manufacture of clothes, jewelry, food, blown glass, furniture, computer hardware and software, medical instrumentation, consumer electronics, and winery/brewery, as well as research and development facilities and biotechnology.	
<u>New Definition</u> Mobile Food Service: means an establishment engaged in preparing and serving meals and snacks for immediate consumption from nonmotorized carts. Not permitted in R-1. Motorized vehicles are prohibited. Only nonmotorized carts or stands are permitted, subject to the following standards: a. Nonmotorized carts and stands shall not be located within the public right-of-way. b. Hours of operation are limited to 6:00 a.m. to 10:00 p.m. c. Nonmotorized carts and stands may be placed outdoors only during approved hours of operation and shall be removed from outdoor areas outside of those hours. d. Nonmotorized carts or stands may utilize compressors or electric motors solely for the cooling or heating of food. <u>Existing Definition</u> Mobile Food Service: means an establishment engaged in preparing and serving meals and snacks for	<u>722 – Food Services and Drinking Places</u> <u>722330</u> Mobile Food Services

immediate consumption from motorized vehicles or nonmotorized carts.	
Health care and social assistance: means an establishment or agency providing health care or social assistance. For purposes of this code, veterinary offices are considered a subclassification of this use.	<u>62 – Health Care and Social Assistance</u> 6211 Offices of Physicians 621111 Offices of Physicians (except Mental Health Specialists) 621112 Offices of Physicians, Mental Health Specialists 6212 Offices of Dentists 621210 Offices of Dentists 6213 Offices of Other Health Practitioners 621310 Office of Chiropractors 621320 Office of Optometrists 621330 Offices of Mental Health Practitioners (except Physicians) 621340 Offices of Physical, Occupational and Speech Therapists, and Audiologists 621391 Offices of Podiatrists 621399 Offices of All Other Miscellaneous Health Practitioners 6214 Outpatient Care Centers 621410 Family Planning Centers 621420 Outpatient Mental Health and Substance Abuse Centers 621491 HMO Medical Centers 621492 Kidney Dialysis Centers 621493 Freestanding Ambulatory Surgical and Emergency Centers 621498 All Other Outpatient Care Centers 6215 Medical and Diagnostic Laboratories 621511 Medical Laboratories 621512 Diagnostic Imaging Centers 6216 Home Health Care Services 621610 Home Health Care Services 6219 Other Ambulatory Health Care Services 621910 Ambulance Services 621991 Blood and Organ Banks 621999 All Other Miscellaneous Ambulatory Health Care Services 6221 General Medical and Surgical Hospitals 622110 General Medical and Surgical Hospitals 6222 Psychiatric and Substance Abuse Hospitals 622210 Psychiatric and Substance Abuse Hospitals 6223 Specialty (except Psychiatric and Substance Abuse) Hospitals 622310 Specialty (except Psychiatric and Substance Abuse) Hospitals 6231 Nursing Care Facilities (Skilled Nursing Facilities)

	623110 Nursing Care Facilities (Skilled Nursing Facilities) 6232 Residential Intellectual and Development Disability, Mental Health, and Substance Abuse Facilities 623210 Residential Intellectual and Developmental Disability Facilities 623220 Residential Mental Health and Substance Abuse Facilities 6233 Continuing Care Retirement Communities and Assisted Living Facilities for the Elderly 623311 Continuing Care Retirement Communities 623312 Assisted Living Facilities for the Elderly 6239 Other Residential Care Facilities 623990 Other Residential Care Facilities 6241 Individual and Family Services 624110 Child and Youth Services 624120 Services for the Elderly and Persons with Disabilities 624190 Other Individual and Family Services 6242 Community Food and Housing, and Emergency and Other Relief Services 624210 Community Food Services 624221 Temporary Shelters 624229 Other Community Housing Services 624230 Emergency and Other Relief Services 6243 Vocational Rehabilitation Services 624310 Vocational Rehabilitation Services 6244 Child Care Services 624410 Child Care Services
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= proposed amendments

CHAPTER 18.20 TECHNICAL TERMS AND LAND USE DEFINITIONS

§ 18.20.037. Accessory commercial unit (ACU).

"Accessory commercial unit"

means an accessory unit attached to or contained within the structure of the primary dwelling or detached and separated from the primary dwelling unit by a minimum of five feet, measured between the eaves or other projections beyond the walls of the two structures. ACUs are only permitted in R-4–R-24 zones and subject to §18.73.

§ 18.20.611 Craft Production.

"Craft Production"

Means a small-scale establishment engaged in the on-site production, fabrication, assembly, preparation, or finishing of arts, crafts, food, beverages, or other goods primarily through the use of hand tools, small-scale equipment, or similar low-intensity processes. Craft production is intended to be accessory or complementary to a retail, eating and drinking, or other customer-facing commercial use and shall be conducted primarily within an enclosed building.

Craft production activities shall be limited in scale and intensity and shall not generate noise, vibration, smoke, dust, fumes, odors, glare, or other emissions that are detectable beyond the premises or that unreasonably interfere with the use and enjoyment of surrounding properties. Outdoor production, processing, and storage of materials or products visible from the right-of-way are prohibited.

Examples of craft production include, but are not limited to, ceramics, pottery, glass art, candle making, custom jewelry, small-scale woodworking, furniture making, textile and apparel production, bakeries, confectioneries, specialty food production, coffee roasting, and small-scale beverage production.

***CHAPTER 18.21 RESIDENTIAL ZONES

§ 18.21.020. Residential zones R-1, R-4 and R-6 – Use allowances.

The following *uses* listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-1, R-4 and R-6:

Table A. R-1, R-4 and R-6 Zones Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Air transportation service ¹	Ambulatory surgery center ²⁴	Adult entertainment business
Arts, entertainment, indoor ^{2,3}	Arts, entertainment,	Animal kennel/shelter

	outdoor ²⁵	
Cottage housing ^{37, 38}	Cemetery, columbarium or mausoleum ²⁶	Auction house
Courtyard apartments ³⁷	College/university ²⁴	Automotive sales and service, marine
Day care ⁴	Community residential facility ²⁷	Automotive sales and service, nonmarine
Duplex ³⁷		Business service, intensive
Educational service ⁵	Hospital ²⁴	Business service, standard
Family child-care home ⁶	Manufactured housing community ²⁹	Cannabis business
Fire or police facility ^{7,8}		Cannabis cooperative
Fourplex ³⁷		Construction and trade
Health care and social assistance ⁹	Regional land use ^{32,33,34}	Funeral home/crematory
Office ¹¹		Laboratory
Park ¹²	Temporary lodging ³⁶	Manufacturing, heavy
Recreational facility, outdoor ^{13, 14, 15}		Manufacturing, light
Religious institution ¹⁶		
Resource land use ¹⁷		Retail sales, bulk
Single detached dwelling unit ^{18, 19}		Secure facility
Single room occupancy ³⁹		Transportation
Stacked flats ³⁷		Vehicle or equipment rental
Standalone parking ²⁰		Vehicle refueling station
Supportive living facility ²¹		Warehousing
Triplex ³⁷		Wholesale trade
Townhouse ³⁷		
Utility facility ^{22,23}		
Eating and drinking place ^{3,28}		
Personal service ³⁰		
Recreational facility, indoor ^{3,31}		
Retail sales ^{30,35}		
Craft production		
Mobile food service ⁴⁰		

Notes:

1. One single-engine, noncommercial seaplane shall be permitted only on lots that abut a waterbody, provided there are (a) no aircraft sales, service, repair, charter,

or rental; and (b) no storage of aviation fuel except that contained in the tank or tanks of the aircraft. A *helistop* at an *emergency* medical evacuation site in conjunction with a police, fire or health service facility is a conditional use. All other *air transportation service uses* are prohibited.

2. Artist studios are permitted. Other uses are subject to conditional use.

3. *Social card games* are prohibited.

4. Permitted only as a re-use of a public school facility subject to Chapter 18.50 KMC, or an *accessory use* to a school, *religious institution*, *park*, *sports club* or public housing administered by a *public agency*, and:

- a. Outdoor play areas shall be completely enclosed by a solid wall or *fence*, with no openings except for gates and have a minimum height of six feet;
- b. Outdoor play equipment shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
- c. Direct access to a developed arterial *street* shall be required in any residential zone; and

d. Hours of operation may be restricted to assure compatibility with surrounding development. All other *day care uses* require a *conditional use permit*.

5. K-12 facilities only. All other *educational service uses* require a *conditional use permit*.

6. A *family child-care home* is subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title 170. The *family child-care home* shall meet the following requirements:

- a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
- b. A safe passenger loading area shall be provided;
- c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
- d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;
- e. All signage shall conform to the applicable requirements of Chapter 18.42 KMC;
- f. The *City* has the authority to limit the hours of operation to facilitate neighborhood compatibility; and
- g. Prior to receiving State licensing, the family child-care provider shall provide the *City* with proof of written notification informing immediately adjoining property owners of the intent to locate and maintain the *family child-care home*. The notification shall inform the notified parties that comments may be submitted to the DEL and provide contact information for submitting such comments to the DEL. The proof of notification shall be in the form of a written affidavit containing (1) the date and means of notification; (2) a copy of the notification; and (3) a list of the parties to whom the notification was distributed.

7. Limited to "storefront" police offices. Such offices shall not have:

- a. Holding cells;
- b. Suspect interview rooms; or
- c. Long-term storage of stolen properties.

All other *fire or police facility uses* require a *conditional use permit*, except police or fire training facilities, such as shooting ranges, auto test tracks, and fire suppression simulations, which are prohibited.

8. For conditionally permitted fire facilities:

- a. All *buildings* and *structures* shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
- b. Any *buildings* from which firefighting equipment emerges onto a street shall maintain a distance of 35 feet from such *street*; and
- c. No *outdoor storage*.

9. Not permitted in R-1.

10. Reserved.

11. *Public agency or utility office* permitted only as a re-use of a public school facility or a surplus nonresidential facility subject to the provisions of Chapter 18.50 KMC. Otherwise, *public agency or utility office* is a conditional use. All other office uses are prohibited.

12. The following conditions and limitations shall apply, where appropriate:

- a. Lighting for *structures* and fields shall be directed away from residential areas;
- b. *Structures* or service yards shall maintain a minimum distance of 50 feet from property lines adjoining residential zones, except for *structures* in on-site recreation areas provided under KMC § 18.30.130 or Chapter 20.47 KMC. Setback requirements for *structures* in these on-site required recreation areas shall be maintained in accordance with the zoning standards for the underlying residential zone.

13. Limited to *stable* and covered riding arena. All other *outdoor recreational facility uses* require a *conditional use permit* except campground, RV park, and shooting range which are prohibited.

14. Covered riding arenas are subject to KMC § 18.70.030 and shall not exceed 20,000 square feet unless a *conditional use permit* is obtained. Stabling areas, whether attached or detached, shall not be counted in this calculation.

15. Conditionally permitted recreational facilities are subject to the following conditions and limitations:

- a. The bulk and scale shall be compatible with residential character of the area;
- b. The gross floor area shall not exceed 10,000 square feet unless the *building* is on the same *site* or adjacent to a *site* where a public facility is located or unless the *building* is a nonprofit facility; and
- c. Use is limited to residents of a specified residential *development* or to *sports clubs* providing supervised instructional or athletic programs.

16. Only as a re-use of a public school facility subject to Chapter 18.50 KMC. Otherwise, a *conditional use permit* is required.

17. Farming is permitted. All other *resource land uses* require a *conditional use permit*, except mineral extraction, which is prohibited.

18. More than one *single detached dwelling unit* may be allowed on an individual *lot* through the *conditional use permit* process. A *conditional use permit* is not required for *lots* in subdivisions, short subdivisions, unit lot subdivisions, or binding site plans approved as multiple unit *lots* or for *accessory dwelling units*.

19. *Manufactured homes and mobile homes* are allowed only in *manufactured housing communities*. *Designated manufactured homes* are not restricted to *manufactured housing communities*.
20. Limited to *commuter parking lots* for users of transit, carpools or ride-share programs, provided:
 - a. They are located on existing parking lots for *religious institutions*, schools, or other permitted nonresidential uses which have excess capacity available during commuting hours; and
 - b. The *site* is adjacent to a designated arterial that has been improved to a standard acceptable to the *department*. Other *commuter parking lots* require a *conditional use permit*. All other *standalone parking uses* are prohibited.
21. Only in a *building* listed on the National Register as an historic site or designated as a King County landmark subject to the provisions of Chapter 2.20 KMC. Otherwise, a *conditional use permit* is required.
22. Excluding utilities using *bulk gas storage tanks*, which are a conditional use. Liquefied natural gas storage tanks are prohibited.
23. *Private stormwater management facilities* permitted except when participating in an approved shared facility drainage plan. *Private stormwater management facilities* shall be located on the same *lot* that they are designed to serve except in subdivisions or short subdivisions that set aside a separate tract for such facilities. For shared facilities, such facilities which are not located on the *lot* they are designed to serve shall be located on a *lot* with the same or more intensive zoning designation.
24. Only as a re-use of a public school facility or a surplus nonresidential facility subject to Chapter 18.50 KMC.
25. Outdoor performance center and drive-in theater are prohibited.
26. *Structures* shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.
27. *Community residential facility I* only. *Community residential facility II* is prohibited.
28. Not permitted in R-1 and excluding drinking places, and limited to a maximum of 2,500 square feet of gross floor area and subject to KMC § 18.21.070.
29. *Manufactured housing communities* are not permitted in the R-1 zone.
30. Not permitted in R-1 and limited to a maximum of 2,500 square feet of gross floor area and subject to KMC § 18.21.070. Beauty and barber shops, clothing alterations and repair, photo studios, shoe repair, and repair of personal or household items are permitted. Automotive repair and service, retail laundry and dry cleaning, carpet and upholstery cleaning services, pet grooming, diaper services, and rental and leasing services (NAICS 532) are prohibited.
31. Not permitted in R-1 and limited to a maximum of 2,500 square feet of gross floor area and subject to KMC § 18.21.070. Gyms and fitness centers are permitted. Other recreational facilities are subject to conditional use.
32. *Hydroelectric generation facilities* limited to those that comply with the following:
 - a. Any new diversion structure shall not: (1) exceed a height of eight feet as measured from the streambed; or (2) impound more than three surface

- acres of water at the normal maximum surface level;
 - b. There shall be no active storage;
 - c. The maximum water surface area at any existing dam or diversion shall not be increased;
 - d. An exceedance flow of no greater than 50 percent in mainstream reach shall be maintained;
 - e. Any transmission line shall be limited to a: (1) right-of-way of five miles or less; and (2) capacity of 230 kV or less;
 - f. Any new, permanent access road shall be limited to five miles or less; and
 - g. The facility shall only be located above any portion of the *stream* used by *anadromous fish*.
33. *Nonhydroelectric generation facilities* limited to *cogeneration* facilities for on-site use only.
 34. Fairground, amusement park, and stadium/arena are prohibited.
 35. Pet shops and auto supply stores are prohibited.
 36. Bed and breakfast guesthouse only, subject to the following conditions:
 - a. The guesthouse shall be owner-occupied;
 - b. Meals shall be served to paying guests only (no restaurant *use* permitted);
 - c. The number of guestrooms shall not be greater than that authorized by the International Building and Fire Codes;
 - d. Parking shall be provided as required by this title; and
 - e. The guesthouse shall be compatible with the neighborhood character as determined by the *city manager*, and shall not create significant adverse neighborhood effects that cannot be mitigated.
 37. Reference KMC § 18.21.035 for specific provisions relating to middle housing. These uses are permitted in specific R-4 and R-6 areas as defined in KMC § 18.21.035(B).
 38. Cottage housing permitted pursuant to the standards defined in Chapter 18.75 KMC.
 39. *Single room occupancy* is a permitted use in R-4 and R-6 zones but shall not be allowed in R-1.
 40. Not permitted in R-1. Motorized vehicles are prohibited. Only nonmotorized carts or stands are permitted, subject to the following standards:
 - a. Nonmotorized carts and stands shall not be located within the public right-of-way.
 - b. Hours of operation are limited to 6:00 a.m. to 10:00 p.m.
 - c. Nonmotorized carts and stands may be placed outdoors only during approved hours of operation and shall be removed from outdoor areas outside of those hours.
 - d. Nonmotorized carts or stands may utilize compressors or electric motors solely for the cooling or heating of food.

(Ord. 11-0329 § 3 (Exh. 1); Ord. 14-0384 § 5; Ord. 16-0421 § 2 (Att. A); Ord. 16-0426 § 5 (Att. C); Ord. 16-0433 § 2 (Att. A); Ord. 17-0438 § 2 (Att. A); Ord. 18-0463 § 3 (Exh. 2); Ord. 19-0481 § 2 (Exh. A); Ord. 24-0607 § 2 (Exh. A(V)); Ord. 25-0630 § 2 (Exh.

A); Ord. 25-0631 § 2 (Exh. A))

§ 18.21.030. Residential zones R-1, R-4 and R-6 – Development standards.

The following zone-specific development standards in Table B apply in the R-1, R-4 and R-6 residential zones:

Table B. R-1, R-4 and R-6 Residential Zones Development Standards			
STANDARDS	ZONES		
	R-1 ¹	R-4	R-6
Base Density: <i>Dwelling Unit/Acre</i> ²	1 du/ac	4 du/ac ^{3, 18}	6 du/ac ¹⁸
Maximum Density: <i>Dwelling Unit/Acre</i> , ^{2, 4}		6 du/ac	9 du/ac
Minimum Density ²			
Minimum Lot Width ⁶	35 ft. ⁷	30 ft.	30 ft.
Minimum <i>Street Setback</i>	20 ft. ⁷	15 ft. ^{8, 9}	15 ft. ^{8, 9}
Minimum <i>Side Setback</i> ^{5,10}	5 ft. ⁷	15 ft. total ¹¹	15 ft. total ¹¹
Minimum <i>Rear Setback</i> ^{5,10}	5 ft. ⁷	20 ft.	20 ft.

Table B. R-1, R-4 and R-6 Residential Zones Development Standards			
STANDARDS	ZONES		
	R-1 ¹	R-4	R-6
Maximum Height ¹²	35 ft.	35 ft.	35 ft. 45 ft. ¹³
Base <i>Impervious Surface</i> : Percentage	30%	45%	60%
Maximum <i>Impervious Surface</i> : Percentage ¹⁴	30% ¹⁵	55%	70%
Minimum Lot Size	2,500 sq. ft.	7,200 sq. ft. ^{16,17}	5,400 sq. ft. ^{16,17}

Notes:

- 1 a. All subdivisions and short subdivisions in the R-1 zone shall be required to be *clustered* when the property is located within or contains:
 - (1) A *floodplain*;
 - (2) A regionally or locally significant resource area;
 - (3) Existing or planned public *parks* or *trails*, or connections to such facilities;
 - (4) A Category I or II *wetland* or Type S or F *stream*;
 - (5) A “greenbelt/urban separator” or “wildlife corridor” area designated by the comprehensive plan.

- b. The *development* shall be *clustered* away from *critical areas* or corridors such as urban separators or the wild-life habitat network to the extent possible and the *open space* shall be placed in a separate tract that includes at least 50 percent of the *site*. *Open space* tracts shall be permanent and meet the provisions of KMC § 17.20.130.
- 2 Density calculations apply only to *dwelling units* and not to sleeping units. *Sleeping units* are calculated as one *sleeping unit* equals one-fourth *dwelling unit*.
- 3 *Manufactured housing communities* shall be allowed a base density of six *dwelling units* per acre.
- 4 This maximum density may be achieved only through the application of residential density incentives pursuant to Chapter 18.80 KMC or *transfers of density credits*, or any combination of density incentive or density transfer. Maximum density may only be exceeded pursuant to KMC § 18.80.040(E)(1)(f).
- 5 These standards may be modified under the provisions for *zero-lot-line developments*.
- 6 The *building envelope* is determined through meeting minimum lot size and minimum lot width measurement requirements (KMC § 18.30.110).
- 7 The standards of the R-4 zone shall apply if a *lot* is less than 15,000 square feet in area.
- 8 If *development* provides *alleys* or consists of *townhouses*, then the *street setback* may equal 10 feet.
- 9 At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the *street* property line. The linear distance shall be measured along the centerline of the driveway from the access point to such garage, carport or fenced area to the *street* property line.
- 10 Vehicle access points from garages, carports or fenced parking areas shall be set back from the property line on which a *joint use driveway* is located to provide a straight line length of at least 26 feet as measured from the centerline of the garage, carport or fenced parking area, from the access point to the opposite side of the *joint use driveway*.
- 11 Any side yard shall equal a minimum of five feet but the two side yards combined must equal a minimum of 15 feet.
- 12 Reserved.
- 13 The maximum height of 45 feet to be used only for projects as follows:
 - a. In R-6 zones, a *building* with a footprint built on slopes exceeding a 15 percent finished grade.
- 14 Applies to each individual *lot*. *Impervious surface* area standards for:
 - a. Regional *uses* shall be established at the time of permit review;
 - b. Nonresidential *uses* in residential zones shall comply with KMC § 18.21.060 and 18.30.170;

- c. Individual *lots* in the R-4 through R-6 zones which are less than 9,076 square feet in area shall be subject to the applicable provisions of the nearest comparable R-6 zone;
- d. *Lots* may be increased beyond the total amount permitted in this chapter subject to approval of a *conditional use permit*;
- e. The base *impervious surface* percentage may be exceeded, up to the maximum *impervious surface* percentage, provided low impact development strategies are implemented subject to approval by the *city manager*.

15 *Lots* smaller than one-half acre in area shall comply with standards of the nearest comparable R-4 through R-6 zone. For *lots* that are one-half acre in area or larger, the maximum *impervious surface* area allowed shall be at least 10,000 square feet. On any *lot* over one acre in area, an additional five percent of the lot area may be used for *buildings* related to agricultural or forestry practices. For *lots* smaller than two acres but larger than one-half acre, an additional 10 percent of the lot area may be used for *structures* which are determined to be medically necessary, provided the *applicant* submits with the permit application a notarized affidavit, conforming with the requirements of KMC § 18.100.170(A)(2).

16 For properties with *critical areas* or topographic constraints, up to 20 percent of the number of *lots* in a subdivision or a short subdivision of more than four *lots*, and one of the *lots* in a short plat of four *lots* or less, may contain an area less than the prescribed minimum for this zoning district. In no case shall any *lots* be created which contain an area more than 10 percent less than the prescribed minimum for this zoning district. These smaller *lots* shall be located so as to have the least impact on surrounding properties in terms of consistency of *street frontages* and privacy of abutting properties.

17 This excludes any area required for public or *private streets*, access easements, access tracts, and access panhandles.

18 Unit lot density applies to all lots within the R-4 and R-6 zones, excluding those identified in KMC § 18.21.035(B). The following provisions are applicable when determining permitted unit density:

- a. The permitted base unit density is:
 - (1) Two units per parent lot.
 - (2) Four units per lot on all lots within one-quarter mile walking distance of a major transit stop.
 - (3) Four units per lot if at least one unit on the lot is affordable housing meeting the requirements of KMC § 18.21.035(C).
 - (4) Accessory dwelling units are considered units for the purposes of calculating unit density, subject to the provisions of KMC § 18.73.100.
 - (5) If single-family residential uses exist or are proposed on a lot pursuant to the base or maximum density, then the unit lot density defined in this section is in addition to that single-family residential use. Single-family dwellings do not count as units for the purposes of this section. If middle housing uses, including duplexes, triplexes, fourplexes, townhouses, stacked flats, courtyard apartments, or cottage housing developments, are proposed, those are subject to the

unit lot density requirements listed in subsections (a)(1) through (a)(3) of this footnote.

- b. The standards of footnote 18 do not apply to lots after subdivision below 1,000 square feet unless the City has enacted an allowable lot size below 1,000 square feet in the zone.
- c. The lot lines applicable to a parent lot shall be used to determine dimensional standards that relate to lot dimensions, including but not limited to: minimum lot size, setbacks, maximum gross floor area, maximum hardscape area and maximum lot coverage of any created unit lot. These dimensional standards shall not be measured off individual unit lots.
- d. Unit density applies to lots created through the fee simple unit lot subdivision process pursuant to KMC § 18.20.160. that cannot be further subdivided based on the minimum lot size listed in Table B for the applicable zone.

(Ord. 11-0329, § 3 (Exh. 1); Ord. 16-0428, § 13 (Att. I); Ord. 16-0433, § 2 (Att. A); Ord. 19-0481, § 2 (Exh. A); Ord. 2025-0630, § 2 (Exh. A); Ord. 25-0631, § 2 (Exh. A))

§ 18.21.040. Residential zones R-12, R-18 and R-24 – Use allowances.

The following uses listed in Table C are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-12, R-18 and R-24:

Table C. R-12, R-18, and R-24 Zones Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Air transportation service ¹	Ambulatory surgery center ²²	Adult entertainment business
Arts, entertainment, indoor ^{2,3}	Arts, entertainment, outdoor ²⁵	Animal kennel/shelter
College/university ^{4,5}	Cemetery, columbarium or mausoleum ²⁶	Auction house
Community residential facility		Automotive sales and service, marine
Construction and trade ⁶	Hospital ⁵	Automotive sales and service, nonmarine
Day care ⁷		Business service, intensive
Educational service ⁸		Business service, standard
Family child-care home ⁹	Regional land use ³¹	Cannabis business
Fire or police facility ^{10,11,12}		Cannabis cooperative
Health care and social assistance	Temporary lodging ³³	Funeral home/crematory
Manufactured housing	Warehousing ³⁴	Laboratory

community		
Multiple-family dwelling		Manufacturing, heavy
Office ¹³		
Park ¹⁴		
Recreational facility, outdoor ^{15,16}		Resource land use
Religious institution ¹⁷		Retail sales, bulk
Single detached dwelling unit ^{18,19}		Secure facility
Single room occupancy		Transportation
Standalone parking ²⁰		Vehicle or equipment rental
Supportive living facility		Vehicle refueling station
Utility facility ^{21,22,23}		Wholesale trade
Eating and drinking place ^{3,27}		
Personal service ²⁸		
Recreational facility, indoor ^{3,29,30}		
Retail sales ^{28,32}		
Craft production		
Mobile food service ³⁵		

Notes:

1. One single-engine, noncommercial seaplane shall be permitted only on *lots* that abut a waterbody, provided there are (a) no aircraft sales, service, repair, charter, or rental; and (b) no storage of aviation fuel except that contained in the tank or tanks of the aircraft. A *helistop* at an *emergency* medical evacuation site in conjunction with a police, fire or health service facility is a conditional use. All other *air transportation service* uses are prohibited.
2. Artist studios are permitted. Other uses are subject to conditional use.
3. Social card games are prohibited.
4. Permitted only as a re-use of a public school facility subject to Chapter 18.50 KMC.
5. Conditionally permitted only as a re-use of a surplus nonresidential facility subject to Chapter 18.50 KMC.
6. Permitted when:
 - a. Located in the R-24 zone; and
 - b. On a site in office or construction and trade office uses as of May 8, 2003; and
 - c. Part of a mixed use development; and
 - d. Limited to 15,000 square feet; and

- e. No *outdoor storage* of equipment occurs. Otherwise, prohibited.
7. *Day care II* permitted only as a re-use of a public school facility subject to Chapter 18.50 KMC, or an *accessory use* to a school, *religious institution*, *park*, *sports club* or public housing administered by a *public agency*, and:
 - a. Outdoor play areas shall be completely enclosed by a solid wall or *fence*, with no openings except for gates and have a minimum height of six feet;
 - b. Outdoor play equipment shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
 - c. Direct access to a developed arterial *street* shall be required in any residential zone; and
 - d. Hours of operation may be restricted to assure compatibility with surrounding development. Otherwise, *day care II* requires a *conditional use permit*.
8. K-12 facilities only, except vocational school which is permitted only as a re-use of a surplus nonresidential facility subject to Chapter 18.50 KMC unless a *conditional use permit* is obtained. All other *educational service uses* require a *conditional use permit*.
9. A *family child-care home* is subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title 170. The *family child-care home* shall meet the following requirements:
 - a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
 - b. A safe passenger loading area shall be provided;
 - c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
 - d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;
 - e. All signage shall conform to the applicable requirements of Chapter 18.42 KMC; and
 - f. The *City* has the authority to limit the hours of operation to facilitate neighborhood compatibility.
10. Limited to “storefront” police offices. Such offices shall not have:
 - a. Holding cells;
 - b. Suspect interview rooms; or
 - c. Long-term storage of stolen properties.All other police facilities require a *conditional use permit*.
11. Fire facilities require a *conditional use permit*, subject to the following:
 - a. All *buildings* and *structures* shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
 - b. Any *buildings* from which fire-fighting equipment emerges onto a *street* shall maintain a distance of 35 feet from such *street*; and
 - c. No *outdoor storage*.
12. Fire or police training facilities such as shooting ranges, auto test tracks, and fire suppression simulations are prohibited.

13. *Public agency or utility office* is permitted only as a re-use of a public school facility or a surplus nonresidential facility subject to the provisions of Chapter 18.50 KMC. All other *office uses* require a *conditional use permit*.
14. The following conditions and limitations shall apply, where appropriate:
 - a. Lighting for *structures* and fields shall be directed away from residential areas;
 - b. *Structures* or service yards shall maintain a minimum distance of 50 feet from property lines adjoining residential zones, except for *structures* in on-site recreation areas provided under KMC § 18.30.130 or Chapter 20.47 KMC. Setback requirements for *structures* in these on-site required recreation areas shall be maintained in accordance with the zoning standards for the underlying residential zone.
15. Golf course facility only permitted. Clubhouses, maintenance *buildings*, equipment storage areas and driving range tees shall be at least 50 feet from residential property lines. Lighting for practice greens and driving range ball impact areas shall be directed away from adjoining residential zones. Applications shall comply with adopted best management practices for golf course development. All other *outdoor recreational facility uses* are conditional *uses*, except *stable*, RV park, and shooting range, which are prohibited.
16. Conditional *uses* are subject to the following conditions and limitations:
 - a. The bulk and scale shall be compatible with residential character of the area;
 - b. Use is limited to residents of a specified residential *development* or to *sports clubs* providing supervised instructional or athletic programs.
17. Permitted only as a re-use of a public school facility subject to Chapter 18.50 KMC. Other *religious institutions* require a *conditional use permit*.
18. More than one *single detached dwelling unit* may be allowed on an individual *lot* through the *conditional use permit* process. A *conditional use permit* is not required for *lots* in subdivisions, short subdivisions or binding site plans approved as multiple unit *lots* or for *accessory dwelling units*.
19. *Manufactured homes* and *mobile homes* are allowed only in *manufactured housing communities*. *Designated manufactured homes* are not restricted to *manufactured housing communities*.
20. Limited to commuter parking facilities for users of transit, carpools or ride-share programs, provided:
 - a. They are located on existing parking lots for *religious institutions*, schools, or other permitted nonresidential *uses* which have excess capacity available during commuting hours; and
 - b. The *site* is adjacent to a designated arterial that has been improved to a standard acceptable to the *department*. Otherwise a *conditional use permit* is required.
21. *Bulk gas storage tanks* which pipe to individual residences require a *conditional use permit*. All other *bulk gas storage tanks*, including liquefied natural gas storage tanks, are prohibited.
22. *Private stormwater management facilities* permitted except when participating in an approved shared facility drainage plan. *Private stormwater management facilities* shall be located on the same *lot* that they are designed to serve except

in subdivisions or short subdivisions that set aside a separate tract for such facilities. For shared facilities, such facilities which are not located on the *lot* they are designed to serve shall be located on a *lot* with the same or more intensive zoning designation.

23. *Hydroelectric generation facilities* are prohibited. A *nonhydroelectric generation facility* may be conditionally permitted as a *cogeneration* facility for on-site use only.
24. Conditionally permitted only as a re-use of a surplus nonresidential facility subject to Chapter 18.50 KMC.
25. Arboretum only.
26. *Structures* shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.
27. Excluding drinking places, and limited to a maximum of 2,500 square feet of gross floor area and subject to KMC § 18.21.070.
28. Limited to a maximum of 2,500 square feet of gross floor area and subject to the additional requirements in KMC § 18.21.070. Beauty and barber shops, clothing alterations and repair, photo studios, shoe repair, and repair of personal or household items are permitted. Automotive repair and service, retail laundry and dry cleaning, carpet and upholstery cleaning services, pet grooming, diaper services, and rental and leasing services (NAICS 532) are prohibited.
29. Conditional uses are subject to the following conditions and limitations:
 - a. The bulk and scale shall be compatible with residential character of the area;
 - b. For *sports clubs*, the gross floor area shall not exceed 10,000 square feet unless the *building* is on the same *site* or adjacent to a *site* where a public facility is located or unless the *building* is a nonprofit facility; and
 - c. Use is limited to residents of a specified residential *development* or to *sports clubs* providing supervised instructional or athletic programs.
30. Not permitted in R-1 and limited to a maximum of 2,500 square feet of gross floor area and subject to KMC § 18.21.070. Gyms and fitness centers are permitted. Other recreational facilities are subject to conditional use.
31. Amusement park, fairground, and stadium/arena are prohibited.
32. Auto supply stores and pet shops are prohibited.
33. Bed and breakfast guesthouse only, subject to the following conditions:
 - a. The guesthouse shall be owner-occupied;
 - b. Meals shall be served to paying guests only (no restaurant use permitted);
 - c. The number of guestrooms shall not be greater than that authorized by the International Building and Fire Codes;
 - d. Parking shall be provided as required by this title; and
 - e. The guesthouse shall be compatible with the neighborhood character as determined by the *city manager*, and shall not create significant adverse neighborhood effects that cannot be mitigated.
34. *Self-service storage* only permitted and only if accessory to an *apartment development* of at least 12 units, provided:
 - a. The gross floor area in *self-service storage* shall not exceed the total gross

floor area of the *apartment* dwellings on the *site*;

- b. All outdoor lights shall be deflected, shaded and focused away from all adjoining property;
- c. The use of the facility shall be limited to dead storage of household goods;
- d. No servicing or repair of motor vehicles, boats, trailers, lawn mowers or similar equipment;
- e. No *outdoor storage* or storage of flammable liquids, highly combustible or explosive materials or hazardous chemicals;
- f. No residential occupancy of the storage units;
- g. No business activity other than the rental of storage units; and
- h. A resident director shall be required on the *site* and shall be responsible for maintaining the operation of the facility in conformance with the conditions of approval.

35. Not permitted in R-1. Motorized vehicles are prohibited. Only nonmotorized carts or stands are permitted, subject to the following standards:

- a. Nonmotorized carts and stands shall not be located within the public right-of-way.
- b. Hours of operation are limited to 6:00 a.m. to 10:00 p.m.
- c. Nonmotorized carts and stands may be placed outdoors only during approved hours of operation and shall be removed from outdoor areas outside of those hours.
- d. Nonmotorized carts or stands may utilize compressors or electric motors solely for the cooling or heating of food.

(Ord. 11-0329 § 3 (Exh. 1); Ord. 14-0384 § 5; Ord. 16-0421 § 2 (Att. A); Ord. 16-0426 § 5 (Att. C); Ord. 17-0438 § 2 (Att. A); Ord. 18-0463 § 3 (Exh. 2); Ord. 19-0481 § 2 (Exh. A); Ord. 24-0607 § 2 (Exh. A(VI)); Ord. 25-0631 § 2 (Exh. A))

§ 18.21.060. Nonresidential land uses in residential zones.

Except for *utility facilities*, *regional land uses*, and nonresidential uses regulated by KMC § 18.21.070, all nonresidential uses located in the R zones shall be subject to the following requirements:

- A. *Impervious surface* coverage shall not exceed:
 - 1. Seventy percent of the *site* in the R-1 through R-6 zones.
 - 2. Eighty percent of the *site* in the R-12 through R-48 and MHC zones.
- B. *Buildings* and *structures*, except *fences* and wire or mesh backstops, shall not be closer than 30 feet to any property line, except as provided in subsection C of this section.
- C. A single detached dwelling allowed as accessory to a church or school shall conform to the *setback* requirements of the zone.
- D. A single attached or detached *accessory commercial unit* shall be allowed in the R-4 through R-24 zones.

- 1 E. Parking areas are permitted within the required *setback* area from property lines,
2 provided such parking areas are located outside of the required landscape area.
- 3 F. *Sites* shall abut or be accessible from at least one public *street* functioning at a
4 level consistent with the *City street* design standards. New *high school sites* shall
5 abut or be accessible from a public *street* functioning as an arterial per the *City*
6 design standards.
- 7 G. The base height shall conform to the zone in which the *use* is located.
- 8 H. *Building* illumination and lighted *signs* shall be designed so that no direct rays of
9 light are projected into neighboring residences or onto any *street* right-of-way.
10 (Ord. 11-0329, § 3 (Exh. 1); Ord. 16-0428, § 13 (Att. I); Ord. 19-0481, § 2 (Exh. A))

11
12
13 **§ 18.21.070. Personal service, eating and drinking place, mobile food service, indoor**
14 **recreational facility, craft production, and retail sales uses in R-4 through R-24 zones.**

15 *Personal service uses, eating and drinking place uses, mobile food service, indoor*
16 *recreational facility, craft production, and retail sales uses* which are located in the R-4
17 through R-24 zones shall be subject to the following requirements:

18 **A. Hours of Operation**

19 All business activities shall be limited to the hours of 6:00 a.m. to 10:00 p.m.,
20 Sunday through Saturday.

21 **B. Building Types**

22 Mixed-use buildings, including live-work units and accessory commercial units,
23 are permitted.

24 **C. Commercial-only buildings are permitted.**

25 **D. Temporary structures, including but not limited to lemonade stands, coffee**
26 **stands, and similar temporary business structures, are permitted.**

27 **E. Scale and Intensity**

28 The gross floor area of an individual establishment shall not exceed 2,500 square
29 feet.

30 **F. No more than one principal commercial, accessory commercial unit, or mixed-use**
31 **building shall be permitted on a site, whether existing or newly constructed.**
32 **Buildings may be attached or detached.**

33 **G. Parking**

34 No minimum off-street parking shall be required for *personal service, eating and*
35 *drinking place, mobile food service, indoor recreational facility, craft production, and*
36 *retail sales uses* in the R-4 through R-24 zones.

37 Where parking is provided, it shall comply with the applicable standards of KMC
38 18.40.

39 **H. Setbacks**

40 **I. Development shall comply with the setback requirements of the underlying**

zoning district.

J. Signs

Nonresidential signs in residential zones, including signs for home occupations and home industries, shall be limited to:

- a) One wall sign not exceeding 25 square feet; or
- b) One portable A-frame sign not exceeding 6 square feet.
- c) Portable A-frame signs may be displayed only on the business site between 8:00 a.m. and 9:00 p.m., or during business hours, whichever ends earlier. A-frame signs shall not be located within the public right-of-way.
- d) Illuminated signs in the R-4 through R-24 zones may be illuminated only during business hours between 8:00 a.m. and 9:00 p.m., or until the close of business, whichever occurs earlier.
- e) Building illumination and illuminated signs shall be designed and maintained so that direct light is not projected onto adjacent residential properties or into any public right-of-way.

K. Development Standards

Open space, impervious surface, landscaping, and applicable design standards shall comply with the requirements of the underlying zoning district.

L. Noise generated by neighborhood retail uses shall comply with the requirements of KMC 8.04.

M. If the *personal service, eating and drinking place, mobile food service, indoor recreational facility, craft production*, or *retail sales use* is located in a *building with multifamily uses*, then the commercial use shall be on the *ground floor*.

N.

(Ord. 11-0329, § 3 (Exh. 1); Ord. 17-0438, § 2 (Att. A))

§ 18.21.073. Accessory uses.

Accessory uses, when consistent with the definition in Chapter 18.20 KMC, are allowed as determined by the *city manager*.
(Ord. 17-0438, § 3 (Att. B))

§ 18.21.075. Drive-through service.

Drive-through service is prohibited in these zoning districts. (Ord. 17-0438, § 3 (Att. B); Ord. 19-0481, § 2 (Exh. A))

§ 18.21.078. Outdoor storage.

Outdoor storage is prohibited in these zoning districts.
(Ord. 17-0438, § 3 (Att. B); Ord. 19-0481, § 2 (Exh. A))

CHAPTER 18.22 NEIGHBORHOOD BUSINESS ZONE

§ 18.22.010. Neighborhood business zone – Use allowances.

The following uses listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in the neighborhood business zone:

Table A. Neighborhood Business Zone Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Arts, entertainment, indoor ^{1,2}	Automotive sales and service, marine ⁴	Adult entertainment business
Business service, standard	Automotive sales and service, nonmarine ⁴	Air transportation service
Community residential facility ⁴	Manufacturing, light	Ambulatory surgery center
Day care	Recreational facility, indoor ^{2,22}	Animal kennel/shelter
Eating and drinking place ^{2,10,28}		Arts, entertainment, outdoor
Educational service ²⁸		Auction house
Fire or police facility ¹²		Business service, intensive
Health care and social assistance ^{13,14}		Cannabis business
Mobile food service ²⁷		Cannabis cooperative
Multiple-family dwelling ¹⁵		Cemetery, columbarium or mausoleum
Office		College/university
Park		Construction and trade
Personal service ²⁸		Family child-care home
Religious institution		Funeral home/crematory
Retail sales ^{16,28}		Hospital
Single room occupancy ¹⁵		Laboratory
Supportive living facility ⁹		Manufactured housing community
Temporary lodging ^{18,19}		Manufacturing, heavy
Vehicle refueling station		Recreational facility, outdoor

		<i>Regional land use</i>
		<i>Resource land use</i>
		<i>Retail sales, bulk</i>
		<i>Secure facility</i>
		<i>Single detached dwelling unit</i>
		<i>Standalone parking</i>
		<i>Transportation</i>
		<i>Utility facility</i>
		<i>Vehicle or equipment rental</i>
		<i>Warehousing</i>
		<i>Wholesale trade</i>

Notes:

1. Artist studios are permitted. All other *indoor arts, entertainment uses* require a *conditional use permit*.
2. *Social card games* are prohibited.
3. *Repealed by Ord. 18-0454.*
4. Automotive sales are prohibited. Repair or service shall only be performed in an enclosed *building*, with no *out-door storage* of materials. Top, body, and upholstery repair shops, paint shops, and tire retreading are prohibited, as is *heavy equipment and truck repair*.
5. *Repealed by Ord. 18-0454.*
6. *Repealed by Ord. 18-0454.*
7. *Repealed by Ord. 18-0454.*
8. *Repealed by Ord. 18-0454.*
9. Only as part of a *mixed use development* subject to the conditions of Chapter 18.50 KMC.
10. Drinking places are prohibited.
11. *Repealed by Ord. 18-0454.*
12. *Police facility* only and limited to "storefront" police offices. Such offices shall not have:
 - a. Holding cells; or
 - b. Long-term storage of stolen properties.
13. Veterinary clinics permitted subject to the following:
 - a. No burning of refuse or dead animals is allowed;
 - b. The portion of the *building* or structure in which animals are kept or treated shall be soundproofed. All run areas, excluding *confinement areas* for *livestock*, shall be surrounded by an eight-foot solid wall and surfaced with concrete or other impervious material; and
 - c. The provisions of Chapter 18.70 KMC relative to animal keeping are met.
14. Social assistance permitted only as a re-use of a surplus nonresidential facility subject to Chapter 18.50 KMC.

15. Only as part of a mixed use development subject to the conditions of Chapter 18.50 KMC, except that townhouse developments are permitted subject to KMC § 17.20.125, 18.22.020, 18.30.130 and 18.50.050.
16. Used goods shops are prohibited.
17. *Repealed by Ord. 18-0454.*
18. Bed and breakfast guesthouse only. All other *temporary lodging* is prohibited.
19. Bed and breakfast guesthouse shall be subject to the following conditions:
 - a. The guesthouse shall be owner-occupied;
 - b. The number of guestrooms shall not be greater than that authorized by the International Building and Fire Codes;
 - c. Parking shall be provided as required by this title; and
 - d. The guesthouse shall be compatible with the neighborhood character as determined by the *city manager*, and shall not create significant adverse neighborhood effects that cannot be mitigated.
20. *Repealed by Ord. 18-0454.*
21. *Repealed by Ord. 18-0454.*
22. Shooting ranges are prohibited.
23. *Repealed by Ord. 18-0454.*
24. *Repealed by Ord. 18-0454.*
25. *Repealed by Ord. 18-0454.*
26. *Repealed by Ord. 18-0454.*
27. Mobile food service is permitted subject to the following requirements:
 - a. No permanent fencing, walls, or other *structures* shall be installed which hinder removal of the *structure* from the *site*;
 - b. No required parking stall shall be blocked or rendered unusable as a result of the mobile vendor;
 - c. Safe ingress and egress shall be maintained. Visibility for transportation and pedestrian access shall be maintained; permits;
 - d. The limited duration of the mobile vendor shall be established as a condition of approval of any applicable
 - e. A sign permit is required for exterior signage in accordance with the sign code, Chapter 18.42 KMC;
 - f. If a stand:
 - (1) The stand shall be located on a sidewalk or near a storefront consistent with barrier-free regulations;
 - (2) The stand location on the sidewalk or near a storefront shall provide for at least four feet of unobstructed sidewalk between the stand and the sidewalk edge for pedestrian movement.
28. Each *use* is limited to maximum 5,000 square feet per *use* and 15,000 square feet total contiguous.

(Ord. 11-0329, § 3 (Exh. 1); Ord. 14-0384, § 5; Ord. 16-0421, § 2 (Att. A); Ord.

16-0426, § 5 (Att. C); Ord. 17-0438, § 2 (Att. A); Ord. 18-0454, § 2 (Exh. 1); Ord. 19-0481, § 2 (Exh. A); Ord. 24-0607, § 2 (Exh. A(VIII)); Ord. 25-0631, § 2 (Exh. A))

§ 18.22.015. Accessory uses.

Accessory uses, when consistent with the definition in Chapter 18.20 KMC, are allowed as determined by the *city manager*.

(Ord. 17-0438, § 3 (Att. B))

§ 18.22.025. Drive-through service.

Drive-through service is permitted as an *accessory use*. *Drive-through service* shall be oriented to the side and/or rear of the *building*, and integrated into the exterior wall. Drive-through lanes shall not be located between the *street* and the main pedestrian access to the *buildings*. Modifications to these requirements may be reviewed through the site plan or building permit review process when meeting the intent of pedestrian orientation pursuant to Chapter 18.52 KMC, Downtown Design Standards.

(Ord. 17-0438, § 3 (Att. B))

§ 18.22.028. Outdoor storage.

Outdoor storage is prohibited in this zoning district. (Ord. 17-0438, § 3 (Att. B))

CHAPTER 18.23
COMMUNITY BUSINESS ZONE

§ 18.23.010. Intent.

A. The purpose of the community business zone (CB) is to provide pedestrian-friendly, *mixed use development* that both supports larger mixed use and commercial areas with its residential *development*, and provides small-scale retail, office and personal services for the local community. The CB zone also provides retail and personal services in locations that are not appropriate for extensive *out-door storage* or automotive sales *uses*. These purposes are accomplished by:

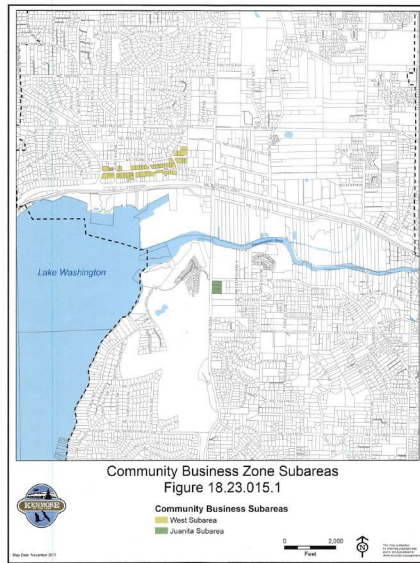
1. Providing for offices as well as a wide range of small-scale retail, educational, and personal service *uses*;
2. Encouraging *mixed use* (housing and retail/service/office) *developments*; and
3. Excluding commercial *uses* with extensive *outdoor storage* as well as automotive sales *uses*.

B. Use of this zone is appropriate in areas that are designated by the comprehensive plan that are served at the time of *development* by adequate public sewers, water supply, *streets* and other needed public facilities and services.

(Ord. 11-0329, § 3 (Exh. 1); Ord. 18-0454, § 2 (Exh. 1))

§ 18.23.015. Subareas.

The community business zone is divided into two subareas: community business west and community business Juanita as depicted in Figure 18.23.015.1.



(Ord. 18-0454 § 2 (Exh. 1))

§ 18.23.020. Community business zone west subarea – Use allowances.

The following uses listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in the community business zone west subarea:

Table A. Community Business Zone West Subarea Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Arts, entertainment, indoor ¹	Ambulatory surgery center	Adult entertainment business
Business service, standard	College/university	Air transportation service
Day care	Community residential facility	Animal kennel/shelter
Eating and drinking place ²	Fire or police facility	Arts, entertainment, outdoor
Educational service ³	Laboratory	Auction house
Family child-care home ⁴	Recreational facility, indoor	Automotive sales and service, marine
Health care and social assistance ⁵	Regional land use	Automotive sales and service, nonmarine
Multiple-family dwelling	Religious institution	Business service, intensive
Office	Supportive living facility	Cemetery, columbarium, or mausoleum
Park		Construction and trade

<i>Personal service</i> ²		<i>Funeral home/crematory</i>
<i>Retail sales</i> ^{2,6}		<i>Hospital</i>
<i>Single detached dwelling unit, existing legal</i> ⁷		<i>Manufactured housing community</i>
<i>Single room occupancy</i>		<i>Manufacturing, heavy</i>
<i>Standalone parking</i> ¹⁰		<i>Manufacturing, light</i>
<i>Temporary lodging</i> ⁸		<i>Cannabis business</i>
<i>Utility facility</i> ⁹		<i>Cannabis cooperative</i>
		<i>Mobile food service</i>
		<i>Recreational facility, outdoor</i>
		<i>Resource land use</i>
		<i>Retail sales, bulk</i>
		<i>Secure facility</i>
		<i>Transportation</i>
		<i>Vehicle or equipment rental</i>
		<i>Vehicle refueling station</i>
		<i>Warehousing</i>
		<i>Wholesale trade</i>

Notes:

- Artist studios permitted. All other *indoor arts, entertainment uses* require a *conditional use permit*,
1. except theaters which are prohibited.
 2. Permitted only as part of a *mixed use development* and must occupy 50 percent of the *ground floor at street front-age*. Each *use* is limited to maximum 5,000 square feet per use and 15,000 square feet total contiguous.
 3. Arts and craft schools are a permitted use; all other *educational service uses* require a *conditional use permit*.
 4. A *family child-care home* is permitted in an *existing legal single detached dwelling unit* subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title 170. The *family child-care home* shall meet the following requirements:
 - a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
 - b. A safe passenger loading area shall be provided;
 - c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
 - d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;
 - e. All signage shall conform to the applicable requirements of Chapter 18.42 KMC; and
 - f. The *City* has the authority to limit the hours of operation to facilitate

neighborhood compatibility.

5. Social assistance uses and veterinary offices/clinics are conditionally permitted.
6. *Outdoor retail display/sidewalk sales* and auto supply stores are prohibited.
7. Other *single detached dwelling units* are prohibited.
8. Bed and breakfast guesthouse only. *Hotels* and *motels* are prohibited.
9. *Private stormwater management facility* is a *permitted use*. Sewer lift stations and pipes/electrical wires and associated structure supports may be conditionally permitted. All other *utility facility uses* are prohibited.
10. Limited to *commuter parking lots* for users of transit, carpools or rideshare programs, provided the facilities are located on existing parking lots for *religious institutions*, schools, or other permitted nonresidential uses which have excess capacity available during commuting hours. All other *standalone parking uses* require a *conditional use permit*.

(Ord. 11-0329, § 3 (Exh. 1); Ord. 14-0384, § 5; Ord. 16-0421, § 2 (Att. A); Ord. 16-0426, § 5 (Att. C); Ord. 17-0438, § 2 (Att. A); Ord. 18-0454, § 2 (Exh. 1); Ord. 19-0481, § 2 (Exh. A); Ord. 24-0607, § 2 (Exh. A(IX)); Ord. 25-0631, § 2 (Exh. A))

§ 18.23.025. Community business zone Juanita subarea – Use allowances.

The following uses listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in the community business zone Juanita subarea:

Table A. Community Business Zone Juanita Subarea Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Arts, entertainment, indoor ¹	Ambulatory surgery center	Adult entertainment business
Business service, standard	Automotive sales and service, marine ⁷	Air transportation service
Day care	Automotive sales and service, non-marine ⁷	Animal kennel/shelter
Eating and drinking place ²	Community residential facility	Arts, entertainment, outdoor
Educational service ²	Fire or police facility	Auction house
Health care and social assistance ³	Laboratory	Business service, intensive
Mobile food service ⁴	Manufacturing, light	Cemetery, columbarium, or mausoleum
Multiple-family dwelling ⁵	Recreational facility, indoor	College/university
Office	Religious institution	Construction and trade
Park	Supportive living facility	Family child-care home
Personal service ²	Vehicle refueling station	Funeral home/crematory
Retail sales ²		Hospital
Single room occupancy ⁵		Manufactured housing

		community
Standalone parking ⁸		Manufacturing, heavy
Temporary lodging ⁶		Cannabis business
		Cannabis cooperative
		Recreational facility, outdoor
		Regional land use
		Resource land use
		Retail sales, bulk
		Secure facility
		Single detached dwelling unit
		Transportation
		Utility facility
		Vehicle or equipment rental
		Warehousing
		Wholesale trade

Notes:

1. Artist studios are permitted. All other *indoor arts, entertainment uses* require a *conditional use permit*.
2. Each *use* is limited to maximum 5,000 square feet per *use* and 15,000 square feet total contiguous.
3. Veterinary clinics subject to the following:
 - a. No outdoor kennels or facilities;
 - b. No burning of refuse or dead animals is allowed;
 - c. The portion of the *building* or structure in which animals are kept or treated shall be soundproofed. All run areas, excluding *confinement areas* for *livestock*, shall be surrounded by an eight-foot solid wall and surfaced with concrete or other impervious material; and
 - d. The provisions of Chapter 18.70 KMC relative to animal keeping are met.
4. *Mobile food service* is permitted subject to the following requirements:
 - a. No permanent fencing, walls, or other *structures* shall be installed which hinder removal of the *structure* from the *site*; tained;
 - b. No required parking stall shall be blocked or rendered unusable as a result of the mobile vendor;
 - c. Safe ingress and egress shall be maintained. Visibility for transportation and pedestrian access shall be maintained;
 - d. The limited duration of the mobile vendor shall be established as a condition of approval of any applicable
 - e. A sign permit is required for exterior signage in accordance with the sign code, Chapter 18.42 KMC;

f. If a stand:

- (1) The stand shall be located on a sidewalk or near a storefront consistent with barrier-free regulations;
- (2) The stand location on the sidewalk or near a storefront shall provide for at least four feet of unobstructed sidewalk between the stand and the sidewalk edge for pedestrian movement.

5. Only as part of a mixed use development subject to the conditions of Chapter 18.50 KMC.

6. Bed and breakfast guesthouse only. *Hotels* and *motels* are prohibited.

7. Automotive sales are prohibited. Repair or service shall only be performed in an enclosed *building*, with no *out-door storage* of materials. Top, body, and upholstery repair shops, paint shops, and tire retreading are prohibited, as is *heavy equipment and truck repair*.

8. Limited to *commuter parking lots* for users of transit, carpools or ride-share programs, provided the facilities are located on existing parking lots for *religious institutions*, schools, or other permitted nonresidential uses which have excess capacity available during commuting hours. All other *standalone parking uses* require a *conditional use permit*.

(Ord. 18-0454, § 2 (Exh. 1); Ord. 19-0481, § 2 (Exh. A); Ord. 24-0607, § 2 (Exh. A(X)); Ord. 25-0631, § 2 (Exh. A))

§ 18.23.030. Accessory uses.

Accessory uses, when consistent with the definition in Chapter 18.20 KMC, are allowed as determined by the *city manager*.

(Ord. 11-0329, § 3 (Exh. 1); Ord. 17-0438, § 2 (Att. A))

§ 18.23.045. Drive-through service.

Drive-through service is prohibited in this zoning district. (Ord. 17-0438, § 3 (Att. B))

§ 18.23.048. Outdoor storage.

Outdoor storage is prohibited in this zoning district. (Ord. 17-0438, § 3 (Att. B))

**

CHAPTER 18.42 DEVELOPMENT STANDARDS – SIGNS

§ 18.42.090. Residential zone signs.

Signs in the downtown residential, urban residential, R and MHC zones are limited as follows:

A. Nonresidential *Use*.

1. One *wall sign* identifying nonresidential *uses*, not exceeding 25 square feet and not exceeding six feet in height, is permitted;

2. Schools are permitted one *sign* per school or school facility entrance, which may be

located in the *setback*. Two additional *wall signs* attached directly to the school or school facility are permitted;

B. Residential Use.

1. One *sign* not exceeding two square feet is permitted; and
2. One *permanent residential development identification sign* not exceeding 32 square feet is permitted per neighborhood, subdivision, manufactured housing community, apartment/condominium complex, or other residential area. The maximum height for the *sign* shall be six feet. The *sign* may be freestanding or mounted on a wall, *fence*, or other *structure*.

(Ord. 11-0329 § 3 (Exh. 1); Ord. 19-0481 § 2 (Exh. A); Ord. 21-0523 § 2 (Exh. A);
Ord. 23-0574 § 2 (Exh. A))

CHAPTER 18.73

ACCESSORY DWELLING UNITS, ACCESSORY COMMERCIAL UNITS, HOME OCCUPATION, HOME INDUSTRY

§ 18.73.100. Accessory dwelling units (ADUs).

- A. Up to two *accessory dwelling units*, either as *attached* or *detached accessory dwelling units*, in all areas which permit single-family development.
- B. No minimum lot size is required for an ADU.
- C. Except as noted in this section, ADUs must meet the bulk development standards applicable to the principal unit on the same lot as defined in KMC § 18.21.030.
- D. Maximum ADU sizes shall be as follows:
 1. Attached ADU. An *attached accessory dwelling unit* shall not exceed a floor area of 1,000 square feet unless the use of preexisting floor area on a single level of the primary *single detached dwelling unit* is being proposed for the ADU.
 2. Detached ADU. The following floor area limitations shall apply to *detached accessory dwelling units*:

Lot Size	Maximum Floor Area for a Detached ADU
<i>Lots with an area equal to or greater than 6,000 square feet</i>	17% of the <i>lot</i> area up to a maximum of 1,500 square feet
<i>Lots with an area less than 6,000 square feet</i>	1,000 square feet

- E. The maximum height for a *detached ADU* shall be 35 feet; however, the *detached ADU* may not exceed one story over a detached garage or two stories if built at ground level.
- F. No additional off-street parking spaces shall be required for an *ADU*.
- G. An applicant seeking to build an *accessory dwelling unit* shall file a notice approved

by the department with the records and elections division which identifies the dwelling unit as accessory. The notice shall run with the land. The applicant shall submit proof that the notice was filed before the department shall approve any permit for the construction of the accessory dwelling unit. The required contents and form of the notice shall be set forth in administrative rules.

- H. The maximum number of occupants established for a single-family dwelling as defined in KMC § 18.20.1010 is permitted per dwelling unit and accessory dwelling unit on a lot, regardless of whether that unit is owned separately or leased.
- I. *Detached accessory dwelling units* may be sited at a property line with no setback if the property line abuts a public alley.
 - J. Existing structures, including legally non-conforming structures, may be converted into *accessory dwelling units* provided they meet relevant existing building code requirements.
 - K. Public street improvements (e.g., frontage improvements) are not required as a condition of permitting *accessory dwelling units*.
 - L. *Accessory dwelling units* may be sold individually from the principal unit. Condominium units originally constructed as *accessory dwelling units* may be sold or otherwise conveyed individually from the principal unit.
(Ord. 11-0329 § 3 (Exh. 1); Ord. 20-0510 § 2 (Exh. A); Ord. 25-0630 § 2 (Exh. A))

§ 18.73.105. Accessory commercial units (ACUs).

- A. Up to one *accessory commercial unit*, either as an *attached* or *detached accessory commercial unit*, in all R-4–R-24 residential zones. Multiple land use types are permitted within the one establishment, e.g., eating and drinking place and retail sales can occupy the same building. The ACU can be commercial only or mixed-use, as long as the building codes for both residential and commercial are met and the standards for ACUs and ADUs are met.
- B. No minimum lot size is required for an ACU.
- C. ACUs are subject to the same development standards as the underlying zone.
- D. Maximum ACU size: 2,500 square feet of gross floor area
- E. The maximum height for a *detached* ACU shall be the same as the underlying zoning up to a maximum height of 35 feet.
- F. No additional off-street parking spaces shall be required for an ACU.
- G. An applicant seeking to build an *accessory commercial unit* shall file a notice approved by the department with the records and elections division which identifies the dwelling unit as accessory. The notice shall run with the land. The applicant shall submit proof that the notice was filed before the department shall approve any permit for the construction of the accessory commercial unit. The required contents and form of the notice shall be set forth in administrative rules.
- H. *Detached accessory commercial units* may be sited at a property line with no setback if the property line abuts a public alley.
- I. Existing structures, including legally non-conforming structures, may be converted

into accessory commercial units provided they meet relevant existing building code requirements.

J. Public street improvements (e.g., frontage improvements) are not required as a condition of permitting accessory commercial units.

K. Accessory commercial units may be sold individually from the principal unit.

§ 18.73.110. Home occupation.

Residents of a dwelling unit may conduct one or more home occupations as accessory activities, provided:

- A. The total area devoted to all home occupation(s) shall not exceed 20 percent of the combined gross floor area of all the dwelling units located on the lot. Areas with attached garages and storage buildings shall not be considered part of the dwelling unit for purposes of calculating allowable home occupation area but may be used for storage of goods associated with the home occupation;
- B. In residential zones, all the activities of the home occupation(s) shall be conducted indoors, except for those related to growing or storing of plants used by the home occupation(s);
- C. The following activities shall be prohibited in residential zones only:
 1. Automobile, truck and heavy equipment repair;
 2. Autobody work or painting;
 3. Parking and storage of heavy equipment; and
 4. Storage of building materials for use on other properties;
- D. In addition to required parking for the dwelling unit, on-site parking shall be provided as follows:
 1. For specialized instruction schools, the number of stalls shall be as required by Chapter 18.40 KMC;
- E. Sales shall be limited to:
 1. Mail order sales; and
 2. Telephone sales with off-site delivery;
- F. Specialized instruction schools shall be limited to:
 1. Twelve students per one-hour session;
 2. Structures used for the school shall maintain a distance of 25 feet from property lines adjoining residential zones;
- G. Services to patrons shall be arranged by appointment or provided off site;
- H. The home occupation(s) may use or store a vehicle for pickup of materials used by the home occupation(s) or the distribution of products from the site, provided:
 1. No more than one such vehicle shall be allowed;

2. Such vehicle shall not park within any required *setback* areas of the *lot* or on adjacent *streets*; and
3. Such vehicle shall not exceed a weight capacity of one ton;
- I. The *home occupation(s)* shall not use electrical or mechanical equipment that results in:
 1. A change to the occupancy type of the *structure(s)* used for the *home occupation(s)*;
 2. Visual or audible interference in radio or television receivers, or electronic equipment located off-premises; or
 3. Fluctuations in line voltage off-premises; and
- J. *Uses* not allowed as *home occupations* may be allowed as a *home industry* pursuant to this chapter.
(Ord. 11-0329 § 3 (Exh. 1); Ord. 17-0438 § 2 (Att. A))

§ 18.73.120. Home industry.

In all zones except R-12, R-18, R-24, UR, CB Juanita subarea, and NB, a resident may establish a *home industry* as an accessory activity, provided:

- A. In the R-1, R-4 and R-6 zones, a *conditional use permit* is obtained;
- B. The *site area* shall be no less than one acre;
- C. The area of the *home industry* shall not exceed 50 percent of the floor area of the *dwelling unit*. Areas within attached garages and storage *buildings* shall not be considered part of the *dwelling unit* for purposes of calculating allowable *home industry* area but may be used for storage of goods associated with the *home occupation*;
- D. No more than four nonresidents shall be employed in a *home industry*;
- E. In addition to required parking for the *dwelling unit*, on-site parking shall be provided as follows:
 1. One stall for each nonresident employee of the *home industry*; and
 2. One stall for customer parking;
- F. Additional customer parking shall be calculated for areas devoted to the *home industry* at the rate of one stall per:
 1. One thousand square feet of *building* floor area; and
 2. Two thousand square feet of outdoor work or storage area;
- G. Sales shall be limited to items produced on site, except for items collected, traded and occasionally sold by hobbyists, such as coins, stamps, and antiques;
- H. Ten feet of Type I *landscaping* shall be provided around portions of parking and outside storage areas which are otherwise visible from adjacent properties or public rights-of-way; and
- I. The *city manager* shall ensure compatibility of the *home industry* by:

1. Limiting the type and size of equipment used by the *home industry* to those which are compatible with the surrounding neighborhood;
 2. Providing for *setbacks* or screening as needed to protect adjacent residential properties;
 3. Specifying hours of operation;
 4. Determining acceptable levels of outdoor lighting; and
 5. Requiring sound level tests for activities determined to produce sound levels which may be excessive.
- (Ord. 11-0329 § 3 (Exh. 1); Ord. 17-0438 § 2 (Att. A); Ord. 18-0454 § 2 (Exh. 1); Ord. 23-0574 § 2 (Exh. A))

A white wavy border frames the entire slide content.

Kenmore Consulting

Design Contest

By Ellis Latham & Olivia Owyang

Design Contest

“We are looking for designs of students’ visions of corner stores or accessory commercial units for friendly, neighborhood businesses in Kenmore. Basically, we are asking students to imagine a store in their neighborhood and design the look that they’d like to see. The remaining details are included on the attached flyer.”

City of Kenmore | 2026

Corner Store & Accessory Commercial Unit Design Contest!



Calling all middle and high school students! Design your own corner store or accessory commercial unit and show your vision for a friendly, neighborhood business. Winners get to present their design to the [City Planning Commission](#) or [City Council](#)!

Who can enter?

 Middle and High School Students

What to design?

- Corner Store
- or Accessory Commercial Unit

(No real business names!)

Submission Details

- ✉ Deadline: **MAY 31, 2026**
- ✉ Submit to: bchue@kenmorewa.gov
- ✉ Format: 8.5" x 11" or 11" x 17" .PDF, PNG, or JPEG

Design Requirements

- ✓ Show Front & Side Views
- ✓ Add Details: Doors, Windows, Awnings, Outdoor Space
- ✓ Optional: People & Signs

Judging Criteria

- ✓ Creativity and Originality
- ✓ Fits the Neighborhood
- ✓ Overall Design Quality

Prizes

- 🏆 Present to the Planning Commission or City Council!
- 💻 Featured on City Website!

Tips for Students:

- Imagine a store in your neighborhood
- Think about how people walk or bike by
- Add small details for fun!

★ Start Designing Today! ★

Questions? Email bchue@kenmorewa.gov





Phos Salvatore's Salority 1905

MAFRETECHERACION
PHALPE
SAE SLP
HALL

OLD, Celebrating 90 Years
Senior Center



Our Inspiration



Our Inspiration

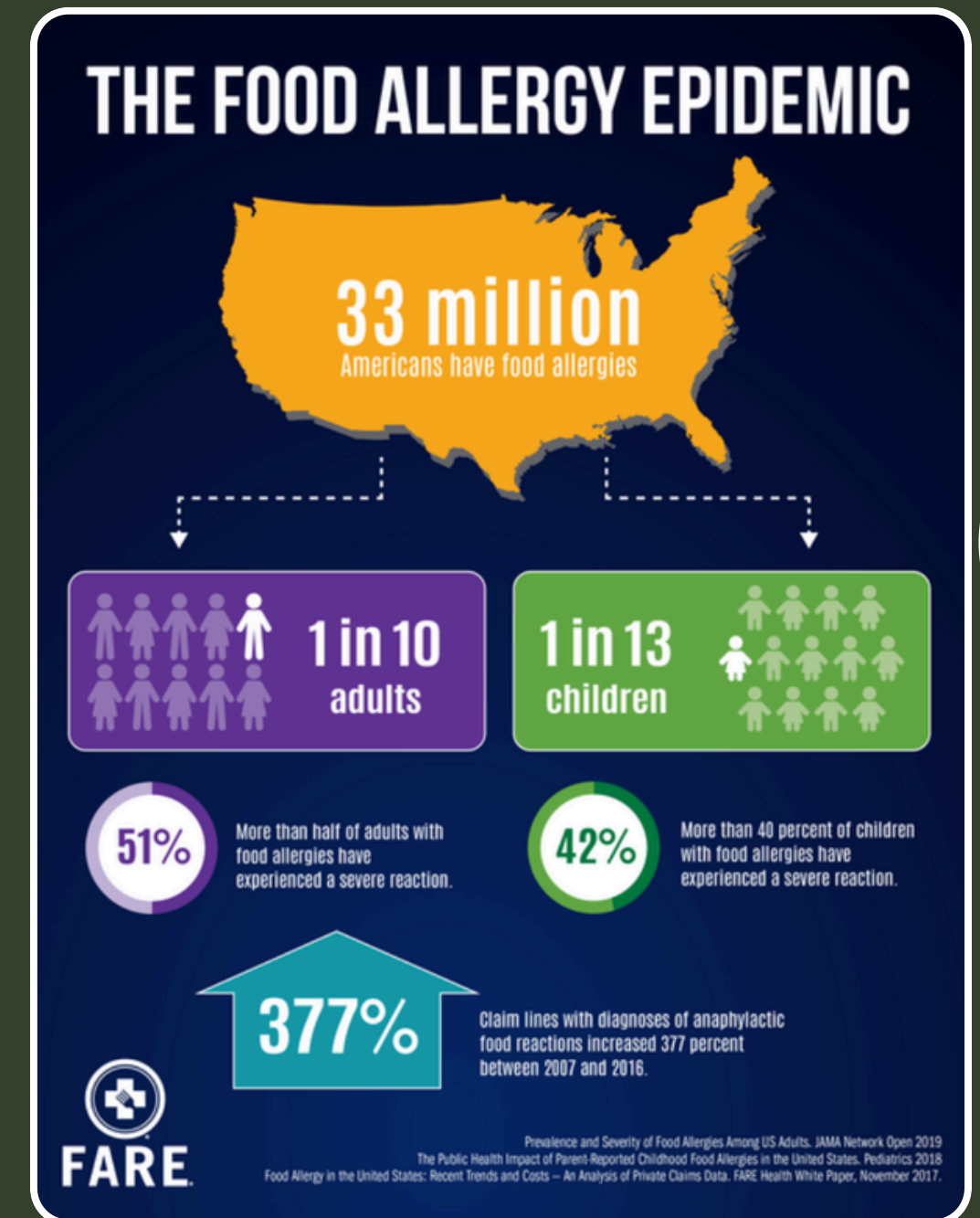


Our Ideas

- Allergen free cafe
- No extra/excessive charge
- Eco-friendly/allergy friendly small businesses pop-ups
- Celiac safe
- Support the top 9 allergens
- Color labeling

Why Our Business Idea?

- Food allergies cause anxiety which often develops into depression
- Constant worry about eating and travel
- No 100% reliable restaurants or cafes





Thank You!



City Of Kenmore, Washington

Memorandum

Date: September 8, 2026

To: Planning Commission

From: Todd Hall, Principal Planner

Regarding: Comprehensive Plan Amendments, Miscellaneous Code and Map Amendments

At your September 15 meeting, City staff will present several text and map amendments. These include:

- Minor amendments to the Capital Facilities, Downtown, Economic Development, Housing, Land Use, and Transportation elements of the Kenmore Comprehensive Plan
- Minor amendments to Title 10, Vehicles and Traffic, and Title 18, Zoning, of the Kenmore Municipal Code
- Map amendments to the Official Zoning Map and Future Land Use Map.

This amendments package is part of the Planning Commission's annual work program on the 2026 Docket. A public hearing is anticipated at the next Planning Commission meeting, followed by the Commission's recommendation of the amendments at City Council in October.

Attachment 1: Proposed Comprehensive Plan Amendments
Attachment 2: Proposed Title 10 and 18 KMC Amendments
Attachment 3: Proposed Map Amendments

Summary of KMC Amendments

Proposed Amendment	Reason
Remove R-48 zoning reference from Titles 10 and 18, Chapters 10.20.020, 18.15.040, 18.21.050, 18.30.040, 18.21.060, 18.30.100, 18.30.230, 18.50.150	R-48 changed to Downtown Commercial (DC) zoning in 2004. This is a leftover remnant.
Amend 18.73.100 Accessory Dwelling Units	New requirement per HB 1337
Amend 18.120.045 Approved master plans	Remove/add master plans that currently in or no longer in effect

Summary of Comprehensive Plan Amendments

Proposed Amendments	Reason
Downtown, Economic Development, Housing, Transportation elements – Countywide Growth Center	Countywide Growth Center approved in 2026.
Land Use Element – Bastyr Master Plan	Expired in December 2025. Remove references.

DRAFT

TABLE CF-B
SURFACE WATER FACILITIES CAPITAL IMPROVEMENTS
CITY OF KENMORE
2027-2047 FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
1 NE 192 nd St Culvert Replacement	\$1,697,532.00
2 NE 169 th St Culvert Replacement	\$2,452,000.00
3 Kenmore Lane SW Facility Retrofit	\$723,000.00
4 Blueberry Creek Culvert Removal	\$214,000.00
5 Tributary 0057 Stream Culverts Replacement	\$4,925,000.00
6 76 th Ave NE Culvert Replacement	\$2,723,000.00
7 NE 163 rd St Culvert Replacement	\$2,974,000.00
8 Little Swamp Creek Restoration	\$8,320,000.00
9 NE 175 th St Culvert Replacement	\$9,160,000.00
10 Tributary 0056 Stream Restoration	\$2,609,000.00
11 Dredging Navigation Channel & Sammamish River Channel	\$10,000,00.00
12 NE 182 nd St Culvert Replacement	\$6,584,000.00
13 Lakepointe Shoreline Restoration	\$26,000,000.00
14 Sammamish River Restoration	\$12,000,000.00
15 Swamp Creek Restoration	\$20,000,000.00
16 Small Works Drainage Projects	\$2,650,300.00
17 Culvert Replacements (2033-2047, unspecified)	\$53,131,000.00
18 Stormwater Facility Retrofits (unspecified)	\$8,242,000.00
19 Restoration Projects (unspecified)	\$37,218,000.00
TOTAL	\$ 210,622,832.00

TABLE CF-C
TRANSPORTATION CAPITAL IMPROVEMENTS
CITY OF KENMORE
2024-2044

Projects	Total Cost (2022 \$)
SR 522 West B (West boundary to 61st Ave NE)	\$2,200,000
NE 181st St South Side (61 st Ave NE-63rd Ave NE) Sidewalk	\$1,300,000
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	\$5,110,000
80th Ave NE Sidewalks (SR 522-NE 185th St)	\$2,470,000
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	\$800,000
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	\$2,220,000
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	\$2,370,000
Lower Swamp Creek Bridge Replacement	\$4,100,000
Pavement Preservation Program	\$17,360,000
ADA Transition Plan Program	\$11,500,000
Pedestrian Facilities Plan Program (Sidewalk Program)	\$35,000,000
Lakepointe Development Mitigation	To be determined/Developer Funded
61st Ave NE/NE 193 rd St Intersection	\$2,200,000
73rd Ave NE/NE 192nd St Intersection	\$3,700,000
Nonmotorized crossing of SR 522	\$17,160,000
NE 181st Street/SR 522 East Connection	\$14,000,000
80th Ave NE/NE 192nd St Intersection	\$3,700,000
TOTAL	\$125,190,000

TABLE CF-D
OTHER CAPITAL IMPROVEMENTS
CITY OF KENMORE

2022-2044 AND BEYOND FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
Public Works Shop Land Acquisition and Development	\$10-20,000,000
Affordable Housing Development	\$8,090,000
TOTAL	\$18,090,000-28,090,000

CITY OF KENMORE
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030
ADOPTED 10/27/25

EXPENDITURES	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	Totals in Millions
PARKS							
P 18 Rhododendron Park - Signs Replacement	\$ -	\$ -	\$ 28,000	\$ -	\$ -	\$ -	\$ 0.03
P 27 Alexander's Park Waterfront	120,000	120,000	125,000	125,000	125,000	125,000	0.74
P 28 Log Boom Park Waterfront Access & Mitigation	75,000	75,000	80,000	-	-	-	0.23
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	-	-	-	-	0.01
P 32 Moorlands Athletic Field Turf Replacement	-	-	-	30,000	15,000	730,000	0.78
P 34 Accessible Playground Feasibility Study	30,000	30,000	-	-	-	-	0.06
Total Parks	\$ 228,200	\$ 228,200	\$ 233,000	\$ 155,000	\$ 140,000	\$ 855,000	\$ 1.84

TRANSPORTATION							
T 8 Burke Gilman Trail/SR522 Accessibility Project	\$ 328,816	\$ 2,288,075	\$ 234,944	\$ -	\$ -	\$ -	\$ 2.85
T 27 Pedestrian Facilities Program	-	375,000	198,500	-	740,000	925,000	2.24
T 35 Pavement Preservation	625,000	1,100,000	225,000	1,100,000	225,000	1,100,000	4.38
T 38 Lower Swamp Creek Bridge Replacement	664,871	634,801	3,028,257	274,175	-	-	4.60
T 41 Juanita DR Pedestrian & Bicycle Safety Improvements	25,000	-	-	-	-	-	0.03
T 44 61st Ave Sidewalk Replacement Project (Phase 1)	4,124,255	53,553	-	-	-	-	4.18
T 203 66th - 196th Slope Stability	-	-	-	350,000	700,000	-	1.05
T 252 ADA Transition Program	400,000	150,000	650,000	650,000	650,000	650,000	3.15
T 253 NE 181st St Sidewalk Project	281,068	1,374,285	109,534	-	-	-	1.76
T 260 80th Ave NE Sidewalk Project	391,542	3,935,437	-	-	-	-	4.33
T 261 NE 192nd St Sidewalk Project	282,393	171,582	438,717	112,150	-	-	1.00
T 262 Arrowhead Project	351,571	2,209,553	163,499	-	-	-	2.72
T 264 NE 170th Interim Sidewalk	62,002	-	-	-	-	-	0.06
T 265 Juanita Dr Tree Removal/Replacement	100,000	-	-	-	-	-	0.10
T 266 84th Ave NE Sidewalks	17,500	336,000	386,103	2,714,000	30,000	-	3.48
T 276 61st Ave Sidewalk Repair	100,000	-	-	-	-	-	0.10
T 284 61st Sidewalk Replacement (181st-190th), Phase 2	5,000	300,000	300,000	2,900,000	-	-	3.51
T 287 175th ST Sidewalks (68th - 73rd)	5,000	250,000	250,000	2,361,150	-	-	2.87
T 289 155th 81st - Simonds Ped-Bike	5,000	300,000	300,000	4,277,500	-	-	4.88
Transportation Small Works	100,000	100,000	100,000	100,000	100,000	100,000	0.60
Legal Expenses for Claims	100,000	100,000	100,000	100,000	100,000	100,000	0.60
Project Management	150,000	150,000	156,000	163,000	170,000	170,000	0.96
Total Transportation	\$ 8,119,018	\$ 13,828,286	\$ 6,640,554	\$ 15,101,975	\$ 2,715,000	\$ 3,045,000	\$ 49.45

CITY OF KENMORE
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030
ADOPTED 10/27/25

EXPENDITURES	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	Totals in Millions
SURFACE WATER MANAGEMENT							
SW 0177 190th St. Stream Culvert Debt Payments	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 0.69
SW 0177 190th St. Stream Culvert Replacement	225,000	-	-	-	-	-	0.23
SW 0254 Muck Creek Restoration Project	1,250,000	10,000	10,000	10,000	10,000	10,000	1.30
SW 0261 192ND SC Trib Fish Passage Culvert Replacement	75,000	375,000	2,050,000	-	-	-	2.50
SW 0267 169TH Samm Trib Fish Passage Culvert Replacement	75,000	350,000	2,135,000	-	-	-	2.56
SW 0268 175TH Trib 0056 Fish Passage Culvert Replacement	-	-	-	275,850	1,379,250	7,539,900	9.20
SW 0270 74TH Trib 0057 Fish Passage Culvert Replacement (D)	-	75,270	376,350	2,057,380	-	-	2.51
SW 0271 74TH Trib 0057 Fish Passage Culvert Replacement (U)	-	74,949	374,745	2,048,606	-	-	2.50
SW 0272 76TH Trib 0057 Fish Passage Culvert Replacement	-	-	58,713	293,565	1,604,822	-	1.96
SW 0273 163RD Trib 0057 Fish Passage Culvert Replacement	-	-	64,962	324,810	1,775,628	-	2.17
SW 0274 Little Swamp Creek Relocation	-	-	219,600	1,898,000	6,202,400	-	8.32
SW 0275 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	40,000	490,000	-	-	-	-	0.53
SW 0278 Thomas Property Acquisition	600,000	-	-	-	-	-	0.60
SW 0280 2025-2026 Small Works Project	79,500	83,500	-	-	-	-	0.16
SW 0281 2027-2028 Small Works Project	-	-	86,800	91,200	-	-	0.18
SW 0282 Property Acquisition (Conservation/Restoration)	-	745,000	-	-	-	-	0.75
SW 0283 Blueberry Creek Culvert Removal	125,000	125,000	-	-	-	-	0.25
SW 0291 Conservation Property Acquisition - Gilmur Properties	-	7,055,000	-	-	-	-	7.06
SW 0292 2029-2030 Small Works Projects	-	-	-	-	91,200	93,500	0.18
SW 0293 Tributary 0057 Barrier Removal	-	30,000	120,000	-	-	-	0.15
SW 0294 2027-2028 Stormwater Facility Retrofit	-	-	115,760	462,400	-	-	0.58
SW 0295 2028-2029 Stormwater Facility Retrofit	-	-	-	-	121,620	486,480	0.61
Project Management	190,000	195,000	200,000	210,000	220,000	230,000	1.25
Future Conservation Prjs (Land Acquisition, Demo, Restoration)	-	-	810,300	830,500	851,300	872,600	3.36
Fish Passage Culvert Projects Debt Payments	-	40,000	200,000	360,000	670,000	950,000	2.22
Total Surface Water Management	\$ 2,774,500	\$ 9,763,719	\$ 6,937,230	\$ 8,977,311	\$ 13,041,220	\$ 10,297,480	\$ 51.79

CITY FACILITIES							
F1. Public Works Operations Center (PWOC) Design & Construction	\$ 3,200,000	\$ 12,000,000	\$ 875,000	\$ -	\$ -	\$ -	\$ 16.08
PWOC Debt Repayment	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9.60
F2. Kenmore Senior Center Improvements	250,000	-	-	-	-	-	0.25
F3. Kenmore City Hall Electrical Vehicle Charger Expansion	60,000	-	-	-	-	-	0.06
F4. Kenmore City Hall Solar Expansion	-	100,960	-	-	-	-	0.10
Total City Facilities	\$ 5,110,000	\$ 13,700,960	\$ 2,475,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 26.09

TOTAL EXPENDITURES

\$16,231,718	\$37,521,165	\$16,285,784	\$25,834,286	\$17,496,220	\$15,797,480	\$ 129.17
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CITY OF KENMORE
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030
ADOPTED 10/27/25

EXHIBIT A

REVENUES	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	Totals in Millions
PARKS							
Park Impact Fees	\$ 90,000	\$ 90,000	\$ 65,000	\$ 95,000	\$ 80,000	\$ 225,000	\$ 0.65
City Swamp Creek Basin Funds	60,000	60,000	60,000	60,000	60,000	60,000	0.36
King County Park Levy	78,200	78,200	80,000	-	-	-	0.24
Carryover Funds	-	-	28,000	-	-	-	0.03
Sports Leagues	-	-	-	-	-	220,000	0.22
Other Grants (Applied or Awarded)	-	-	-	-	-	350,000	0.35
Total Parks	\$ 228,200	\$ 228,200	\$ 233,000	\$ 155,000	\$ 140,000	\$ 855,000	\$ 1.84
TRANSPORTATION							
Transportation Impact Fees	\$ 30,418	\$ 1,141,867	\$ 626,928	\$ 711,150	\$ 740,000	\$ 500,000	\$ 3.75
Real Estate Excise Taxes	1,040,639	553,553	1,006,000	1,751,650	1,750,000	1,445,000	7.55
KAPE	625,000	1,100,000	225,000	1,100,000	225,000	1,100,000	4.38
Connecting WA	328,816	1,288,075	234,944	-	-	-	1.85
Move Ahead WA	12,500	336,000	362,500	2,389,000	-	-	3.10
Sound Transit	250,650	1,249,350	-	-	-	-	1.50
BRAC Grant	664,871	634,801	3,028,257	274,175	-	-	4.60
WSDOT Safe Routes to Schools	633,964	1,938,754	606,925	3,851,000	-	-	7.03
WSDOT Ped/Bike Funds	1,565,807	1,980,822	250,000	2,125,000	-	-	5.92
Northshore Utility District (NUD)	735,400	-	-	-	-	-	0.74
Forward WA	-	300,000	300,000	2,900,000	-	-	3.50
TIB (Applied or Awarded)	2,230,953	-	-	-	-	-	2.23
Funding tbd	-	3,305,064	-	-	-	-	3.31
Total Transportation	\$ 8,119,018	\$ 13,828,286	\$ 6,640,554	\$ 15,101,975	\$ 2,715,000	\$ 3,045,000	\$ 49.45
SURFACE WATER MANAGEMENT							
Bond Proceeds for Fish Passage Culvert Projects	\$ -	\$ 701,100	\$ 1,927,687	\$ 3,126,281	\$ 4,877,408	\$ 2,539,900	\$ 13.17
Grant KCFCF (SW 0254)	620,533	-	-	-	-	-	0.62
Grant CFT (SW 0254, 0263, 0274, 0278, 0282, 0291)	960,000	6,659,250	-	600,000	-	-	8.22
Grant KCFCF (SW 0261)	75,000	375,000	-	-	-	-	0.45
Grant Delbene Community Project (SW 0261)	-	-	1,300,000	-	-	-	1.30
Grant KCFCF (SW 0267)	-	-	750,000	-	-	-	0.75
Grant FHA AOP (SW 0268)	-	-	5,000,000	-	-	-	5.00
Anticipated Grant Funds	-	-	-	2,002,920	2,928,000	2,487,893	7.42
Army Corps of Engineers Funding (unsecured)	-	-	80,388	401,944	2,197,292	-	2.68
General Facility Charge	425,000	250,000	248,400	261,800	270,200	275,000	1.73
Reimbursement from Utilities	-	-	-	-	-	-	-
Transfer from Surface Water Management Fund	-	1,017,521	716,600	1,321,700	1,092,300	1,202,600	5.35
Conservation Futures Grant (Property Acquisition)	-	-	607,725	622,875	638,475	654,450	2.52
2024 Carryover Funds	2,576,218	-	-	-	-	-	2.58
Total Surface Water Management	\$ 4,656,751	\$ 9,002,871	\$ 10,630,800	\$ 8,337,520	\$ 12,003,675	\$ 7,159,843	\$ 51.79

CITY OF KENMORE
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030
ADOPTED 10/27/25

REVENUES	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	Totals in Millions
FACILITIES							
Transfer from SWM	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 4.80
Transfer from REET	800,000	800,000	800,000	800,000	800,000	800,000	4.80
King County Dept of Commerce Grant	310,000	98,160	-	-	-	-	0.41
Transfer from General Fund - City Match from Climate Action Plan	-	2,800	-	-	-	-	0.00
Total City Facilities	\$ 1,910,000	\$ 1,700,960	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 10.01
TOTAL REVENUES	\$ 14,913,969	\$ 24,760,317	\$ 19,104,354	\$ 25,194,495	\$ 16,458,675	\$ 12,659,843	\$ 113.09

TABLE CF-E
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

EXPENDITURES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
<u>PARKS</u>							
P 1 Twin Springs Interim Use	\$227,900	\$0	\$0	\$0	\$0	\$0	\$227,900
P 18 Rhododendron Park Waterfront & Open Space	18,000	8,000		0	0	0	26,000
P 18a Rhododendron Park Float Mitigation	2,000	2,000	0	0	0	0	4,000
P 26 Tlahwadees Landing Float Mitigation	4,000	4,000	0	0	0	0	8,000
P 27 Tlahwadees Landing Park Waterfront & Mitigation	179,762	8,078,190	30,000	43,000	43,000	43,000	8,416,952
P 28 Log Boom Park Waterfront Access & Mitigation	2,490,461	725,382	60,000	42,500	42,500	42,500	3,403,343
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	3,200	3,200	3,200	0	16,000
P 31 Tlahwadees Landing Park Land Acquisition-Op	150,151	0	0	0	0	0	150,151
P 32 Moorlands Field Lighting	0	0	0	10,000	60,000	580,000	650,000
Total Parks	\$3,075,474	\$8,820,772	\$93,200	\$98,700	\$148,700	\$665,500	\$12,902,346
<u>TRANSPORTATION</u>							
T 8 SR 522 West B 57th to 61st	\$5,000	\$250,000	\$250,000	\$900,000	\$585,000	\$10,000	\$2,000,000
T 27 Sidewalk Program:							
Sidewalk Gaps/ADA Replacement Program	20,000	150,000	100,000	100,000	100,000	100,000	570,000
T27x NE 192nd Ave Sidewalks (73rd Ave -75th Ave)	500	86,306	344,194	0	0	0	431,000
T 47 Arrowhead Dr	1,000	60,000	85,900	980,348	0	0	1,127,248
T 35 Pavement Preservation	150,000	990,000	150,000	990,000	150,000	990,000	3,420,000
T 37 West Samm Bridge	18,024,711	8,643,947	893,176	9,757	9,759	78,632	27,659,982
T 38 175th St/ Swamp Creek Crossing	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segm	9,897,233	358,099	0	0	0	0	10,255,932
T 42 68th Ave Pedestrian & Bicycle Safety All Segm	9,167,718	2,733,503	0	0	0	0	11,901,221
T 44 61 Ave Sidewalk Replacement Project	85,000	165,000	4,674,265	0	0	0	4,924,265
T 48 2018 Local Road Safety - Signing	292,000	0	0	0	0	0	292,000
T 49 2018 Local Road Safety - Lighting	35,000	0	0	0	0	0	35,000
T 50 SR522 Gateway Sign East	20,000	0	0	0	0	0	20,000
T51 Burk-Gilman Trail/NE 175th St. wayfinding&	10,000	296,047	0	0	0	0	306,047
Total Transportation	\$37,708,162	\$13,758,502	\$6,522,535	\$3,155,105	\$1,044,759	\$3,378,632	\$65,567,695
<u>SURFACE WATER</u>							
SW 8 190th St. Fish Passable Culvert	\$316,000	\$2,074,580	\$0	\$0	\$0	\$0	\$2,390,580
SW 8 Trust Fund Loan Repayment	81,650	81,650	81,650	81,650	81,650	81,650	489,900
SW 17 Little Swamp Creek Relocation	0	0	0	0	800,000	814,300	1,614,300
SW 20 Small Works Projects	75,000	75,000	75,000	75,000	75,000	75,000	450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE	0	0	0	0	500,000	0	500,000
SW 31 Drainage Impr & Street Repair at 66th Ave N	200,000	0	0	0	0	0	200,000
SW 32 61st Ave Stabilization	150,000	0	0	0	0	0	150,000
SW 34 Blueberry Creek Culverts	0	200,000	300,000	1,000,000	0	0	1,500,000
SW 34 Blueberry Creek Culverts Bank Note Repaym	0	0	0	0	120,000	120,000	240,000
T 44 61 Ave Sidewalk Replacement Project	0	0	30,000	0	0	0	30,000
T 37 West Samm Bridge (SWM Component)	649,587	0	0	0	0	0	649,587
Total Surface Water	\$1,472,237	\$2,431,230	\$486,650	\$1,156,650	\$1,576,650	\$1,090,950	\$8,214,367
<u>CITY FACILITIES</u>							
F 1 Public Works Shop Land Acquisition & Develop	\$6,000,000	\$0	\$4,000,000	\$0	\$0	\$0	\$10,000,000
Consultant and Acquisition Costs.	100,000	0	0	0	0	0	100,000
F 2 Debt Repayment	0	641,000	639,000	636,000	638,000	639,000	3,193,000
Total City Facilities	\$6,100,000	\$641,000	\$4,639,000	\$636,000	\$638,000	\$639,000	\$13,293,000
TOTAL EXPENDITURES	\$48,355,873	\$25,651,504	\$11,741,385	\$5,046,455	\$3,408,109	\$5,774,082	\$99,977,408

TABLE CF-E
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

REVENUES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
Park Impact Fee Revenue	76,000	581,410	0	10,000	60,000	290,000	1,017,410
State Department of Commerce Award: Twin Springs	151,900	0	0	0	0	0	151,900
State Appropriation Unsecured	0	927,000	0	0	0	0	927,000
RCO Park Grants	209,093	961,482	0	0	0	290,000	1,460,575
King County Park Levy	9,200	309,200	63,200	45,700	45,700	42,500	515,500
King County Conservation District, secured	0	213,000	0	0	0	0	213,000
King County Waterworks Grants	0	100,000	0	0	0	0	100,000
Walkways & Waterways Bonds: Log Boom, Squires	1,791,571	4,147,950	0	0	0	0	5,939,521
City Swamp Creek Basin Funds	150,151	550,486	30,000	43,000	43,000	43,000	859,637
Public Art Fund	55,559	24,083	0	0	0	0	79,642
Real Estate Excise Tax (Parks)	632,000	1,006,161	0	0	0	0	1,638,161
Transportation Impact Fee Revenue	3,258,848	358,699	0	0	0	0	3,617,547
Real Estate Excise Tax (Transportation)	\$3,165,050	\$2,140,000	\$250,000	\$1,090,000	\$250,000	\$1,090,000	7,985,050
Dept of Commerce: Juanita Drive	194,000	0	0	0	0	0	194,000
WSDOT Safe Routes to School - Sidewalks	1,500	146,306	430,094	980,348	0	0	1,558,248
WSDOT pedestrian/bike grant	65,000	461,047	1,144,265	0	0	0	1,670,312
Future Grants	0	0	3,500,000	0	0	0	3,500,000
Federal Highway Safety Impr Program - Sidewalks	326,000	0	0	0	0	0	326,000
Walkways & Waterways Bonds: Juanita and 68th Av	5,908,160	400,000	0	0	0	0	6,308,160
WSDOT Grants: Juanita Drive	1,704,000	0	0	0	0	0	1,704,000
Sound Transit Grant Juanita Drive	1,278,000	0	0	0	0	0	1,278,000
Reimbursements from Other Agencies	2,765,330	0	0	0	0	0	2,765,330
Connecting WA Funds T8	5,000	250,000	250,000	900,000	585,000	10,000	2,000,000
DOE Grant: Juanita and 68th Ave	1,012,563	0	0	0	0	0	1,012,563
Strategic Opportunity Fund	0	1,333,503	0	0	0	0	1,333,503
Other grant or funding	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
Surface Water Utility Funds	0	0	30,000	0	0	0	30,000
Transportation Impact Fee Revenue-Samm Bridge	0	45,000	352,770	9,757	9,759	78,632	495,918
Real Estate Excise Tax (Transportation) - Samm Bridge	0	996,913	500,000	0	0	0	1,496,913
BRAC Grant West Samm Bridge Replacement	3,692,856	0	0	0	0	0	3,692,856
TIB Grant: West Samm Bridge Replacement	3,650,023	1,295,403	0	0	0	0	4,945,426
Connecting WA Funds West Samm Bridge Replacement	9,619,546	6,306,631	40,406	0	0	0	15,966,583
Surface Water Management Fund	649,587	0	0	0	0	0	649,587
Utility Reimbursement: West Samm Bridge Replacement	412,699	0	0	0	0	0	412,699
Surface Water Utility Funds	1,056,237	1,419,230	386,650	56,650	396,650	440,950	3,756,367
Surface Water General Utility Charges	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Public Works Trust Fund Loan: 190th Culvert	316,000	912,000	0	0	0	0	1,228,000
Bank Note for Blueberry Creek Culverts (10 Yr 2.5%)	0	0	0	1,000,000	0	0	1,000,000
King County Flood Control District Resources	0	0	0	0	380,000	50,000	430,000
Other grants	0	0	0	0	700,000	500,000	1,200,000
20 year Note Public Works Shop	6,000,000	4,000,000	0	0	0	0	10,000,000
Surface Water Utility Funds	50,000	288,450	287,550	286,200	287,100	287,550	1,486,850
Street Fund	0	128,200	127,800	127,200	127,600	127,800	638,600
General Fund	50,000	160,250	159,750	159,000	159,500	159,750	848,250
Transportation Benefit District	0	64,100	63,900	63,600	63,800	63,900	319,300
TOTAL REVENUES	\$48,355,873	\$29,651,504	\$7,741,385	\$5,046,455	\$3,408,109	\$5,774,082	\$99,977,408

2026 = PROPOSED AMENDMENTS

DOWNTOWN ELEMENT

INTRODUCTION

The Growth Management Act (GMA) does not require the creation or retention of a downtown area within communities. However, several GMA goals, as well as Countywide Planning Policies, address the containment of sprawl, and the provision of efficient services and utilities, which can be met through development of “regional growth centers” such as a downtown. Downtown areas also can function as a community-enhancing central place, particularly in a community like Kenmore dominated by regional traffic flows along Bothell Way/SR-522.

EXISTING CONDITIONS

Current Development Conditions and Trends

In **December 2021/2026**, Downtown Kenmore was designated as a King County **Candidate** Countywide Growth Center by the King County Growth Management Planning Council. **Once finalized in 2025-26, Downtown will be and is** identified as one of several other regional centers that accommodate employment and housing. The larger Downtown area includes the four quadrants surrounding the intersection of 68th Ave NE and SR522. Additional information is provided below.

Kenmore’s downtown core adjacent to the intersection of 68th Ave NE and NE 181st Street is continuing to transform into a walkable and vibrant community. Completion of pedestrian and bicycle improvements on 181st Street and 68th Ave NE have enhanced connections to downtown. Completion of public facilities such as City Hall (2010), Kenmore Library (2012), Jack V. Crawford Skate Court (2015), The Hangar and Town Square (2017) provide access to public services and also access to recreation/gathering opportunities. Several mixed-use developments and apartments along 68th Avenue NE (Spencer 68, LINQ, Flyway and the 25 Degrees condominium project), provide new housing opportunities in the downtown. Preservation of existing manufacturing home communities provides affordable housing opportunities downtown. Planned partnerships on city property will bring additional affordable housing downtown. New commercial development and office/service development and renovation of existing commercial buildings (Kenmore Camera, Cooley Smiles) all support a vibrant downtown., City sponsored events such as the farmers market, movies at the Town Square, and various programs and activities at the Hangar all support Downtown.

Kenmore Urban Design Inventory and Analysis

In 2003, the Kenmore Downtown Plan was adopted. At that time, it was noted that the location, frequency and quality of buildings, parking lots, pole signs, sidewalks, crosswalks, landscaping and street trees were elements of urban form that individually and collectively determine visual cohesiveness, comfort, and pedestrian-orientation in urban areas. While there has been a lot of redevelopment in and around the Kenmore Village area (adjacent to NE 181st Street/68th Ave NE), many of the same design characteristics found twenty years ago are still noticeable today.

Issues still impacting design in the Downtown area include:

- Many of the existing buildings are not built to the edge of the street, and are of discontinuous size, location, and shape. These buildings do not form a consistent or recognizable urban

PROPOSED AMENDMENTS

form or a continuity of pattern. Typically, buildings that are set back from the street or have parking lots separating them from the street, discourage pedestrian activity and are simply less pleasant for walking. Many such buildings are found within the Downtown area. However, new development must comply with adopted site and building design standards that address these issues.

- Pole signs are mostly found on the north side of SR-522 between 61st Avenue NE and 80th Avenue NE, where automobile-oriented retail uses predominate. Frequent use of pole signs can create visual clutter, particularly when competing with other street elements such as billboards, telecommunication towers, utility poles, streetlights, etc. New development would have to comply with adopted design standards and sign regulations.
- The predominance of parking lots in the Downtown area is indicative of the overall automobile-oriented nature of the region. The numerous access points to and from the parking lots of establishments along SR-522 create potentially hazardous situations as vehicles enter and exit the traffic flow from SR-522. Consolidating driveway access along SR522 is a requirement when new development occurs.
- There are few sidewalks in the Downtown area. Although completion of sidewalks on SR522, 181st Street from 73rd Ave NE to 67th Ave NE and sidewalks and bike lanes on 68th Ave NE/Juanita Drive have improved access to Downtown.
- There is little or no street trees along major arterials and along portions of SR-522, with the exception of those separating SR-522 from the Burke-Gilman trail. However, street trees along SR522, along 68th Ave NE/Juanita Drive and NE 181st Street between 73rd Ave NE and 67th Ave NE have improved the streetscape and access to Downtown.
- Parks and open space uses include Log Boom Park and the Burke-Gilman Trail. Nearby parks include Rhododendron Park, ƛ'ax'adis (Tl' awh-ah-dees) Park, and the State Boat Launch facility. The Town Square and Hangar and Jack V Crawford Skate Court and City Hall park also provide opportunities for recreation and gathering.
- Several major natural features exist within the Downtown area, including Swamp Creek, the Sammamish River, and Lake Washington. Steep hillsides sloping to the north offer views to of the Lake.
- In Kenmore, pedestrian destinations and generators include bus stops, grocery stores and other retail establishments, The Hangar and Town Square, City Hall, the Burke-Gilman Trail and trail-oriented businesses, ƛ'ax'adis (Tl' awh-ah-dees) Park, Jack V Crawford Skate Court, Kenmore Library, the Park and Ride lot, Log Boom Park, and Rhododendron Park. Nearby mobile home parks, apartments, and senior housing complexes also function as pedestrian generators.
- Sidewalks have been added to SR522 and sidewalks and bike lanes have been added to 68th Ave NE/Juanita Drive improving pedestrian and bicycle access on the City's main north/south and east/west arterials. Crosswalks have been added at key intersections. Nevertheless, SR522 is still a significant barrier. These road corridors essentially "divide" central Kenmore into four quadrants. SR522 is still a significant barrier especially for pedestrian and bike travel, dividing the north and south sides of Downtown.

20264 = PROPOSED AMENDMENTS

- Key pedestrian crossings exist at the intersections of SR-522 and 61st, 68th, 73rd and 80th Avenues NE, with crosswalks and pedestrian signalization in place. Additional pedestrian crossings along Bothell Way/SR-522 could help break up the considerable distance pedestrians must currently travel to cross SR-522 (e.g. 65th Avenue NE).
- Both King County Metro and Sound Transit provide frequent bus service to/from surrounding communities from Kenmore Park & Ride and several bus stops located along the SR-522 corridor. The planned Stride SR3 Line, a bus rapid transit provided by Sound Transit, will provide additional fast, frequent, and reliable bus service that will connect Kenmore to the Link 1 Line at Shoreline South/NE 148th Street.

Market Area

The City of Kenmore has the potential to provide retail goods and services for an area beyond its own boundaries. The market area for any commercial district is determined by several factors:

- Distance to surrounding population.
- Natural boundaries and impediments to travel.
- Transportation links.
- Competing development.
- Scope of existing development in the district.

The projected market area for Kenmore lies within an approximate 3-mile radius around the City Center. The area extends west to approximately I-5; south into Lake City; north into Snohomish County; and east to I-405. The existence of regional commercial centers largely determines these boundaries. Kenmore currently loses a significant portion of retail spending by Kenmore residents to businesses outside of city.

Kenmore also has another significant advantage over many other cities, that being its Lake Washington waterfront. With commanding views, and excellent recreational and commercial access, the waterfront is certainly one of the best assets the city has to offer. With future redevelopment, including the 43+ acre Lakepointe site south of SR-522 and west of 68th Avenue NE, Kenmore's market area has the potential to expand its market area from being locally focused to one that is regionally significant.

See the Economic Development Element for more specific market data.

Opportunities for Development

The opportunities for development in Downtown Kenmore are as follows:

Lakepointe

Lakepointe has the potential to offer a high amenity setting for a mix of residential, commercial uses and recreational uses serving a broad market area. Factors affecting its relationship to the Downtown Core are its lakefront site and the barriers represented by SR-522. While Lakepointe may include some traditional neighborhood scale uses, the existing core north of SR-522 between 61st and 73rd Avenues should continue to capture the food and miscellaneous retail spending by

20264 = PROPOSED AMENDMENTS

residents north of SR-522. The role of the core should be enhanced with growth in both single- and multi-family housing to the north and multi-family development to the east and west.

Demand by Development Type

The types of development likely to be supported within the area are described in a summary fashion below.

- Multi-family residential. Such development is already occurring in the area and reflects the need for increasing density throughout the urbanized area. The area to the east is particularly well suited for such development, located between the commercial core and the public service concentration on 73rd Avenue NE to the east. In 2023 new Transit Oriented Development regulations were adopted supporting higher density residential development with affordable housing recognizing Kenmore's designation as a high capacity transit community and future Bus Rapid Transit along the SR522 corridor.
- Manufactured housing communities. The existing manufactured housing communities provide affordable, unsubsidized homeownership for seniors and lower-income households. In 2019 the City adopted regulations to make closure less likely and/or address the impacts of closure of the manufactured housing communities, while at the same time offering landowners the ability to transfer their development rights.
- Neighborhood commercial development including small-scale neighborhood commercial development. Additional grocery, drugstore, eating/drinking, miscellaneous retail, personal and business services will be required as the local area and larger market area grow over time. These uses should be increasingly accessible to pedestrians as well as automobiles.
- Mixed-use development (residential with office and retail). Horizontal mixed-use, with residential next to commercial is favorable in the area, and conditions allowing for vertical mixed-use developments are likely favorable in the near future. Mixed-use development in the area of 68th Ave NE/NE 181st Street are examples.
- Corridor commercial. Such development along SR-522 will continue to be viable given the volume of traffic on SR-522. However, the overall vision is to convert the area from a commercial strip corridor to a mix of non-auto-oriented uses, taking advantage of lake views and proximity to transit. Transit Oriented Development supporting higher residential densities, inclusionary affordable housing and allowing for ground floor commercial uses are currently allowed along the SR522 corridor.
- Light manufacturing. Small-scale advanced or artisanal manufacturing could offer significant new employment opportunities. Such uses are permitted in several downtown zones.

Long Term Opportunities

The large parcels like the Plywood Supply site and Lakepointe site south of SR-522 and east of 68th Avenue NE provide an important resource for large-scale planned development in the future.

[Yellow Box] = PROPOSED AMENDMENTS

DOWNTOWN PLANS

The Kenmore Comprehensive Plan focuses upon the establishment of a Downtown core.

General

- Plan for and implement an attractive, vital, pedestrian-oriented, transit friendly, city center offering commercial, civic, cultural and park spaces, integrated with higher density housing.
- Support redevelopment in accordance with the Vision for the Downtown through investment in public infrastructure including transportation (especially pedestrian and bicycle facilities and other forms of micro-modal transportation), utility, and civic infrastructure.
- Give priority to creating indoor and outdoor public spaces; promote community activities meeting the needs of a range of ages and interests. Outdoor spaces should include plazas, parks, and public green spaces. Encourage the efficient use of space and shared uses where appropriate.
- Give priority consideration to strong linkages between the four Downtown quadrants and the surrounding neighborhoods. Pedestrian crossings, including a grade-separated crossing above or under SR-522, linking the north and south quadrants, should be readily accessible, functional, visually attractive, safe, and inviting links to key destinations, and should provide a Kenmore identity.
- Create a Downtown circulation system that promotes mobility for all modes of travel.
- Create a local pedestrian oriented “main street” on NE 181st Street where parking and motorized transportation is minimized.
- Create an interconnected network of trails, shared use paths, sidewalks, bikeways, and open spaces in Downtown.
- Promote the revitalization and expansion of business and retail compatible with the character of the Downtown districts. Encourage businesses that draw patrons during both the day and evening. Provide an adequate mix of on-street, surface, and structured parking, and encourage shared parking options. Where feasible, reduce parking requirements.
- Provide high density, high amenity (includes public spaces and private facilities) pedestrian oriented residential neighborhoods meeting the housing needs of a variety of income levels and developed at densities high enough to support transit and commercial uses. Off-street parking should be minimized.
- Coordinate public and private investment to achieve optimal leverage of public funds.
- Create an identity for the Downtown and SR-522 by giving priority consideration to improving the appearance of the physical environment through design guidelines, sidewalks, landscaping, street trees, public art and signage.
- The Downtown should acknowledge and create a beneficial and symbiotic relationship with SR-522.

■ = PROPOSED AMENDMENTS

- Integrate and manage Downtown development to support sound ecological principles by responding to natural landforms, providing storm water management, improving water quality and retaining and adding green spaces.
- Identify Downtown view corridors of significant off-site features (i.e. Lake Washington, Cascades, and surrounding hillsides), giving priority consideration to provision of public physical and visual access from the Downtown quadrants to the waterfront.
- Locate new Civic Center facilities (including the Town Green and Community Building) in the northwest quadrant to provide the greatest stimulus to redevelopment. If there is a truly unique opportunity in another quadrant of the Downtown that would meet the balance of Civic Center criteria, it should not be ruled out.
- Locate a multi-modal transportation facility Downtown or close to Downtown, linked with other public facilities and spaces, functioning as a key node within a larger regional system.
- A large, functional, open, outdoor space should be created to function as a focal point and “public square,” providing opportunities for public and private gatherings.

The City developed a Downtown strategy (Kenmore Downtown Plan, April 2003) with four key components and implementation of the strategy is ongoing:

DOWNTOWN STRATEGY

Component 1: Land Use Districts

Component 2: Circulation Plan

Component 3: Strategic Civic Investment Area

Component 4: Implementation Strategies

Land Use Districts

Recognizing the different character of the quadrants around the 68th Avenue NE and SR-522 intersection, the City has applied four districts in the Downtown.

- **Downtown – Commercial:** To promote a community-serving mixed-use area, north of SR-522, the Downtown Commercial District features a mix of private and public uses designed to create a welcoming community, and pedestrian-friendly environment. Public places, sidewalks, extensive landscaping, transit-orientation, shared or structured parking, protection of environmentally sensitive areas, and high-quality design and signage are key features. Permitted uses emphasize mixed or multiple use developments, and include high-density housing, civic and governmental, offices, small-scale commercial and retail, and locally oriented professional and personal services. Uses not compatible with the Downtown Commercial intent such as those which require vehicle or materials storage, service bays, wide curb cuts, expanses of exterior product display or storage, or produce little customer or visitor activity are discouraged. Park-and-Ride/Transit Centers are promoted along SR-522.
- **Downtown – Residential:** The Downtown Residential District in the northeast and northwest quadrants provides higher density residential development in support of the Downtown Commercial Zone. Limited retail and office uses are also allowed as part of mixed-use

 = PROPOSED AMENDMENTS

developments. The District represents an opportunity to provide a range of housing types in the community with attention to appearance and scale.

- **Manufactured Housing Community:** The existing manufactured housing communities in the Downtown provide higher density housing that is more affordable for seniors and lower-income residents.
- **Regional Business with Mixed-Use Master Plan Requirements:** The Regional Business District encompasses the southwest and southeast quadrants of the 68th Avenue NE/SR-522 intersection and includes areas commonly referred to as the Lakepointe and the Plywood Supply areas. Property conditions and overlay districts, and in some locations, design standards, not only recognize Kenmore's position as a regional transportation center for larger scale commercial, office, and multi-family developments, but also promote a mixed-use, compact development with coordinated internal circulation, shared or structured parking, compatible design and signage, and direct access to public transportation. Emphasis is placed on public access to the waterfront, protection of environmentally sensitive areas, building modulation and façade treatments that help create a human scale, and land use/design transitions and linkages to neighboring districts.

Circulation Plan

Refer to the Transportation Element for the city's pedestrian and vehicular circulation plan.

Strategic Civic Investment Area

Revitalization of Downtown will involve partnerships. A public private partnership was instrumental in the development of the 9.6 acre Kenmore Village property. The City actively pursues and identifies potential partnerships to encourage private development that aligns with the Downtown Vision. The vast majority of property in Downtown is and will remain in private ownership. Private property owners will determine their property investment and development. City plans and regulations will guide and encourage development to meet the community vision. It is anticipated that private development will likely occur according to market forces in the southwest and southeast quadrants of the 68th Avenue NE and SR-522 intersection, due to the desirability of the Lake Washington and Sammamish River location, and with the spillover effects of the Lakepointe development. It is likely that incentives will be needed to stimulate development in the northwest and northeast quadrants of the intersection, due to the numerous, small, privately owned parcels.

The City recently provided a "central place" for the community with the development of The Hangar and Town Square. The Hangar acts as an indoor/outdoor community building, while Town Square is essentially an "outdoor living room" and extension of The Hangar space. City Hall and the Kenmore Library, both constructed in the 2010s, as well as street and infrastructure improvements such as road realignment, sidewalks, and street trees, improve the look and add vibrancy to downtown. These improvements support existing businesses and complement private investment of commercial, office, and multi-family uses located in downtown.

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Implementation Programs

Implementation programs are an identification of activities that, if pursued, would further the concepts found in the Comprehensive Plan and implementing plans and regulations. Implementation Programs are identified at the conclusion of this Chapter.

DOWNTOWN KENMORE – COUNTYWIDE GROWTH CENTER

As mentioned previously, Downtown Kenmore was designated as a **candidate** Countywide Growth Center (CGC) by the King County Growth Management Planning Council in **December 2021/2026**. Countywide Growth Centers, as defined by King County, are areas for equitably concentrating jobs, housing, shopping, and recreational opportunities. They are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.

~~Candidate jurisdictions will identify and plan for countywide centers as part of their 2024 Comprehensive Plan updates. Once completed, King County Growth Management Planning Council will act in 2025-26 to adopt the final set countywide centers, including Downtown Kenmore, at which time the City will submit an application for full designation.~~

As noted in the descriptions above, downtown Kenmore is divided into 4 quadrants, with 68th Avenue NE and Bothell Way/SR-522 as the two road corridors separating the quadrants.

Figure D-1 shows the boundary of the Countywide Growth Center.

Figure D-1 Countywide Growth Center



Source: City of Kenmore

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Center Criteria

As a candidate Countywide Growth Center, Kenmore has the option of documenting how it meets Puget Sound Regional Council (PSRC) Plan Review Manual specifications in a comprehensive plan element instead of a stand-alone subarea plan. Once the County adopts the final set of countywide centers in 2025-26, Kenmore shall develop a separate Downtown Kenmore subarea plan.

Goals, objectives, and policies that are applicable to the Downtown Kenmore Countywide Growth Center may be found in the Countywide Growth Center policy section below.

KEY RECOMMENDATIONS AND ADOPTION OF A NEW DOWNTOWN PLAN

Because many of the key components of the original Downtown Plan have been implemented since the original Plan's adoption in 2003, there is a need to revisit and develop an updated Downtown Plan. In March 2024, City staff collaborated with the Urban Land Institute (ULI)¹ to evaluate existing conditions and help City staff consider the next "lifecycle" of Kenmore downtown planning. Through a 2-day "TAP" working session, ULI expert panelists interviewed key community stakeholders, evaluated current economic and demographic trends, and developed several recommendations as part of a report titled *Downtown Kenmore TAP Report*. This document serves as a guide that City leaders and the community may consider when updating the next Downtown Plan.

¹ Urban Land Institute is an interdisciplinary, worldwide membership organization which represents all aspects of real estate and urban development. ULI Northwest conducts one-and-a-half-day TAPs offering objective and responsible advice to local decision-makers on a wide variety of land use and real estate issues ranging from site-specific projects to public policy questions. The TAP program is intentionally flexible to provide a customized approach to specific land use and real estate issues. In fulfillment of ULI's mission, this technical assistance report is intended to provide objective advice that will promote the responsible use of land to enhance the environment.

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GOALS, OBJECTIVES, AND POLICIES

Downtown Kenmore

Following are the Downtown goals, objectives and policies. In some cases, policies are cross-referenced in more than one Element, and this is noted by a policy reference in italics (e.g., *Policy LU-2.5.1*).

GOAL DT-1 *MAKE DOWNTOWN THE FOCAL POINT OF THE COMMUNITY.*

OBJECTIVE DT-1.1 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities.

Policy DT-1.1.1 Consistent with the districts identified in Policy LU-2.1.2, encourage a mix of uses in Downtown including several or all of the following:

- a. Government, educational, health, human service, and public safety facilities;
- b. Retail stores and services;
- c. Professional offices;
- d. Multi-family housing, manufactured housing communities and mixed-use developments;
- e. Underground, under-building, structured, and/or shared parking; and,
- f. Parks and open space.

Policy DT-1.1.2 Identify Downtown Kenmore as part of a High-Capacity Transit (HCT) Community pursuant to VISION 2050 and the King County Countywide Planning Policies. HCTs are cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. As one of 34 HCT communities, Kenmore plays an increasingly important role as a hub to accommodate regional employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

Policy DT-1.1.3 Work with other organizations to promote civic and community events which foster community pride and promote the Downtown. For example, a farmers' market, activities at the Hangar and Town Square.

OBJECTIVE DT-1.2 Define Downtown Land Use Districts.

Policy DT-1.2.1 Continue to implement and evaluate land use regulations that support different districts of downtown by encouraging regional serving development south of SR-522 and local serving development north of SR-522.

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Policy DT-1.2.2 Support public investment, as well as mixed uses, in the northwest quadrant of the 68th Avenue NE and SR-522 intersection.

Policy DT-1.2.3 Foster public/private partnerships to stimulate development consistent with Downtown character.

Policy DT-1.2.4 Develop a Main Street, such as 181st Street, that emphasizes architectural integration, promotes walkability, and helps develop and reinforce a sense of place and identity of downtown Kenmore.

OBJECTIVE DT-1.3 Define varying development intensities and scales within the Downtown.

Policy DT-1.3.1 Continue to implement and evaluate different intensity or density standards that address the different characters of different areas of Downtown. Types of land uses allowed may be more intensive in regional-serving districts than in local-serving districts.

Policy DT-1.3.2 Continue to implement and evaluate design and development standards by district such as floor area ratios, building heights, ground-level and upper-story setbacks, building modulation, and façade treatments, dependent upon the regional-serving or local-serving nature of the differing areas. Development standards also should consider topography, view corridors, and compatibility with adjacent residential uses surrounding the different areas of the Downtown.

Policy DT-1.3.3 Consistent with the Climate Action Plan and Element, promote density near high frequency transit, and encourage infill and redevelopment in and near the Downtown area.

OBJECTIVE DT-1.4 Identify development and redevelopment incentives and infrastructure phasing in the Downtown.

Policy DT-1.4.1 Invest in transportation, surface water, civic, and park infrastructure and facility improvements in portions of the Downtown where public investment has the most potential to stimulate private reinvestment and redevelopment where strategically financially feasible and sustainable.

Policy DT-1.4.2 Identify Downtown as a receiving area for density transfers from properties with environmentally sensitive areas or to preserve existing affordable housing.

Policy DT-1.4.3 Give Downtown locations the highest priority when siting City and government facilities which have significant employment or destination potential.

Policy DT-1.4.4 Encourage innovative, quality development and redevelopment through a variety of regulatory, incentive, and program strategies. Possible approaches include:

- a. Special development standards for infill or redevelopment sites;

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- b. Assembly and resale of sites to providers of affordable housing or mixed-use developments;
- c. Impact mitigation fee structures that favor infill or redevelopment;
- d. Expedited permit processes;
- e. Greater regulatory flexibility;
- f. Reduced permit fees and/or delayed fees; and
- g. Joint public/private loan guarantee pools.
- h. Financial incentives such as Multi-Family Tax Exemption, Tax Increment Financing.
- i. Tax Increment Financing

Policy DT-1.4.5 Facilitate development in the Downtown that meets the community vision. Guide Downtown implementation strategies with input from key Downtown and community stakeholders.

Policy DT-1.4.6 Monitor ongoing economic trends to anticipate future development opportunities and assist the City in amending development regulations.

OBJECTIVE DT-1.5 Beautify Downtown with attractive, functional, and enduring buildings and places.

Policy DT-1.5.1 Focus design review standards and guidelines towards Downtown as well as commercial and multi-family development Citywide. Ensure that provisions allow for creativity and flexibility while meeting common design principles. (see *Policy LU-10.1.2*)

Policy DT-1.5.2 Promote the concept of a “center” through the use of common design themes such as street and landscape materials and building style and materials.

Policy DT-1.5.3 Enhance the aesthetic quality and compatibility among land uses through landscaping, building orientation and setbacks, traffic control and other measures to reduce potential conflicts. Distinctive or historical local character and natural features should be reflected in development design to provide variety within Downtown.

Policy DT-1.5.4 Identify and encourage the creation of parks, plazas, and public green spaces which enhance the aesthetics and social and environmental health of Kenmore.

Policy DT-1.5.5 Require screening of unsightly views, such as heavy machinery, storage areas, loading docks, and parking areas to minimize their visibility from adjacent properties and from arterials.

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Policy DT-1.5.6 Provide locations for public gatherings in civic and commercial developments where appropriate. (see *Policy LU-12.1.2*)

Policy DT-1.5.7 Regulate signs to contribute to the visual coherence of Downtown, while reducing glare and other adverse visual impacts on nearby residents.

GOAL DT-2 PROMOTE DOWNTOWN AS A VITAL, PEDESTRIAN-FRIENDLY CENTER.

OBJECTIVE DT-2.1 Increase pedestrian activity in the city center and encourage pedestrian-oriented uses and designs.

Policy DT-2.1.1 Encourage transit, bicycle, and pedestrian travel through compact development patterns. Multistory construction, structured parking, and other techniques to use land efficiently should be encouraged.

Policy DT-2.1.2 Through zoning regulations, master plan and site plan reviews, or other methods, group compatible uses to reduce conflicts among uses and to increase convenience for businesses, employees, users and pedestrians.

Policy DT-2.1.3 Provide routes for pedestrian, auto, bicycle, transit and truck travel with convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings.

Policy DT-2.1.4 Off-street parking should not disrupt pedestrian access to commercial uses. Front yard parking should be discouraged, and interconnection of parking lots should be required.

Policy DT-2.1.5 Identify the most desirable placement and orientation of new buildings to improve the overall pedestrian activity and improve the aesthetics of the center.

Policy DT-2.1.6 Improve and add sidewalks in the Downtown in accordance with Transportation Element goals, objectives, and policies.

OBJECTIVE 2.2 Create a Downtown circulation system that promotes mobility for all modes of travel to and within Downtown.

Policy DT-2.2.1 Design and implement a sidewalk system in the Downtown. Ensure that crosswalks are identifiable and contribute to the design and intended character of the Downtown.

Policy DT-2.2.2 Provide trail connections to the Burke-Gilman Trail through a pedestrian bridge crossing SR-522 and at signalized intersections.

Policy DT-2.2.3 Continue coordination with Sound Transit in the development of future bus rapid transit (BRT) service in Kenmore, as well as a future garage at Kenmore Park & Ride.

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Policy DT-2.2.4 Implement a Transportation Improvement Program that emphasizes improvements facilitating Downtown redevelopment and traffic movement consistent with the Transportation and Capital Facility Elements.

Policy DT-2.2.5 Promote pedestrian-friendly streets with street furniture and trees. Develop street trees and vegetation standards that unify the Downtown, define Downtown streets, and allow for appropriate business visibility. Incorporate street furniture and art into Downtown street standards, including benches, trash and recycling receptacles, tree grates, street lamps, and other amenities.

Policy DT-2.2.6 For safety and aesthetic purposes, promote the use of landscaped buffers between curbs and sidewalks, particularly along arterials. Ensure appropriate levels of illumination. Encourage bus stops to have shelters and benches. Provide crosswalks at key locations in Downtown, as well as on SR-522 near Park and Ride lots and transit stops.

OBJECTIVE DT-2.3 Encourage mixed-use development which contains a variety of uses having activity levels at different times of day.

Policy DT-2.3.1 Adopt land use and zoning regulations that encourage a mix of uses either within the same structures or within an overall site development. Incentives could include density bonuses, reduced parking rates for uses with alternate peak parking utilization, or other mechanisms.

Policy DT-2.3.2 Encourage housing development within and surrounding the Downtown to encourage evening utilization of the Downtown.

Policy DT-2.3.3 Encourage concentrations of housing and commercial and service activities with complementary activity levels such as office and entertainment complexes, housing and office uses, and other combinations.

OBJECTIVE DT-2.4 Provide housing and commercial development that supports transit.

Policy DT-2.4.1 Establish minimum housing densities for Downtown development districts.

Policy DT-2.4.2 Establish minimum floor area ratios or employment levels, and/or implement business retention and expansion activities, for Downtown development districts to support transit.

Policy DT-2.4.3 Allow joint parking facilities in the vicinity of the development they serve.

OBJECTIVE DT-2.5 Provide a variety of housing choices within and surrounding Downtown to support commercial businesses and alternative modes of transportation.

Policy DT-2.5.1 Designate appropriate locations for multi-family land use and zoning districts accommodating a variety of housing types such as townhomes, apartments and manufactured housing communities.

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Policy DT-2.5.2 Encourage multi-family housing as part of mixed-use developments within Downtown.

Policy DT-2.5.3 Allow multi-family housing in stand-alone complexes within Downtown districts subject to locational criteria, such as sites along secondary access points or sites that would not inhibit commercial or mixed-use development in prime locations.

GOAL DT-3 LINK DOWNTOWN TO THE REST OF THE COMMUNITY.

OBJECTIVE DT-3.1 Strengthen the connections between Downtown and other neighborhoods.

Policy DT-3.1.1 Develop an integrated and hierarchical street tree, signage, and public art program to identify Downtown, government facilities, and parks throughout the community.

Policy DT-3.1.2 Ensure that appropriate development, design, and buffering techniques allow for a graduated transition between the Downtown and adjacent neighborhoods.

OBJECTIVE DT-3.2 Provide safe pedestrian, bicycle, and automobile connections across SR-522 and the Sammamish River.

Policy DT-3.2.1 Consider sidewalk priorities consistent with the Transportation Element and provide a continuous sidewalk system on 68th Avenue NE.

Policy DT-3.2.2 Establish an identifiable and safe bicycle route across SR-522.

Policy DT-3.2.3 Endeavor to reduce traffic volumes through an intra-community transit system.

Policy DT-3.2.4 Consider capacity improvements cautiously to ensure that the improvements will not attract significantly greater pass-through traffic.

OBJECTIVE DT-3.3 Connect Downtown to the Lake Washington and Sammamish River waterfronts, and to area parks and open spaces.

Policy DT-3.3.1 Ensure the sidewalk system is improved to allow for connections to the Burke-Gilman trail and to shoreline access areas established through the Shoreline Master Program permit process.

Policy DT-3.3.2 Establish a primary and secondary path network in and around Downtown with connections to the waterfront. The primary network consists of sidewalks along streets and the Burke-Gilman Trail. The secondary network consists of off-street non-motorized paths encircling and bisecting Downtown blocks.

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Countywide Growth Center

The following are goals, objectives and policies specifically related to the Downtown Kenmore Countywide Growth Center. See also Goal 3 in the Land Use Element.

GOAL DT-4 *ENSURE A VARIETY OF LAND USES IN THE DOWNTOWN CENTER.*

OBJECTIVE DT-4.1 *Retain a variety of uses and activities in downtown that serves the needs of existing and future residents and businesses.*

- Policy DT-4.1.1 Promote the countywide growth center as a location for a variety of businesses, including retail, services, office, cultural, and entertainment uses, while ensuring that these uses are compatible with mixed-use development.
- Policy DT-4.1.2 Coordinate land use and infrastructure/services planning such that major public and semi-public uses are located within walking distance to transit.
- Policy DT-4.1.3 Ensure that transit-supportive land uses² are permitted to maximize increased transit ridership.
- Policy DT-4.1.4 Explore opportunities for sustainable, equitable, and resilient transit-oriented development (TOD) that helps create a vibrant downtown. Reduce disparities and improve access to opportunity and equitable outcomes through inclusive community planning.
- Policy DT-4.1.5 Create opportunities and incentives for equitable TOD, and through targeted public and private investments that meet the needs of current and future residents and businesses.
- Policy DT-4.1.6 Explore public-private partnerships, co-location of facilities, regional facility opportunities, and other creative tools to meet the unique public needs of centers, including utilities, transportation, parks, beautification, civic, social, and other improvements and needs. When reviewing and updating land use and sub-area plans, consider potential location for these public needs.

GOAL DT-5 *ACCOMMODATE FOR AND ALLOCATE GROWTH IN THE DOWNTOWN CENTER.*

OBJECTIVE DT-5.1 *The majority of Kenmore’s future growth shall be allocated to Downtown Kenmore.*

- Policy DT-5.1.1 Focus housing and employment into downtown and high-capacity transit areas consistent with VISION 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.

² See PSRC’s 2015 [Transit Supportive Densities and Land Uses](#) report. Among job categories, government, knowledge-based, and entertainment industries are most likely to locate in transit-oriented development and are most likely to benefit from proximity to transit. Education, civic, and cultural institutions, such as universities, libraries, community centers, and museums attract significant travel by a variety of modes, including transit.

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- Policy DT-5.1.2 Use State Environmental Policy Act (SEPA) planned actions and exemptions to efficiently accomplish and streamline environmental review in downtown.

GOAL DT-6 *EMPHASIZE THE IMPORTANCE OF MULTI-MODAL TRANSPORTATION OPTIONS IN THE DOWNTOWN CENTER*

OBJECTIVE DT-6.1 *Provide a variety of mobility choices to increase access to, from, and within downtown, with emphasis on walking, bicycling, and transit.*

- Policy DT-6.1.1 Encourage transit-oriented development within downtown that is within a walkable and bikeable distance of high-capacity transit stops to take advance of local and regional transit options.
- Policy DT-6.1.2 Work with King County Metro and Sound Transit to provide a full range of transit services within the downtown area. Continue to provide and upgrade transit shelters and other amenities, as needed.
- Policy DT-6.1.3 Downtown streetscapes should be safe for pedestrians, bicyclists to meet the needs of all community members consistent with the Diversity, Equity, Inclusion and Accessibility (DEIA) strategy.
- Policy DT-6.1.4 Support transportation demand management and right-size parking strategies to help manage parking for residents, businesses, and during special events in the downtown area.

GOAL DT-7 *ENSURE PARKS, RECREATION AND OTHER CULTURAL AMENITIES ARE KEY ASSETS IN THE DOWNTOWN CENTER*

OBJECTIVE DT-7.1 *Provide for a variety of parks, plazas, pathways, open spaces and public art in downtown.*

- Policy DT-7.1.1 Create opportunities for parks, plazas, pathways, and public art throughout the downtown.
- Policy DT-7.1.2 Parks and open spaces within downtown should linked or adjacent to one another to provide for connectivity.
- Policy DT-7.1.3 Expand hardscapes and other gathering spaces that provide for both small and large events.

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IMPLEMENTATION PROGRAMS

As the City embarks on the new updated Downtown Plan, it is important to identify key implementation programs. The following implementation programs may be considered to implement the Downtown Vision:

- Business Retention
- Economic Development
- Infrastructure/Services, and
- Regulations/Permitting
- Parks, Open Space, and Recreation
- Architectural/Placemaking
- Streets/Sidewalks/Bike Lanes
- Transfer of Development Rights (TDR) Program for Affordable Housing
- Parking Management
- Update the Four Downtown Quadrant Strategy

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ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

Purpose

The purpose of the Economic Development Element is to articulate how the City of Kenmore will support local businesses, stimulate job growth, enhance broaden the City's tax base¹, and improve the economic well-being of Kenmore residents. The purpose of this Element is to provide economic development policies for the City of Kenmore, as the community's economic base changes over time in response to market forces and in response to the vision of the Kenmore community.

Growth Management Act

Economic development is one of 14 statewide planning goals under the Growth Management Act (GMA). The specific goals regarding economic development are to:

- Encourage economic development throughout the state that is consistent with adopted comprehensive plans
- Promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons
- Promote the retention and expansion of existing businesses and recruitment of new businesses
- Recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

The Economic Development Element is to establish local goals, policies, objectives, and provisions for inclusive and sustainable economic growth and vitality and a high quality of life and is to include a summary of the local economy, including strengths and challenges.

VISION 2050

The primary goal of Puget Sound Regional Council (PSRC) VISION 2050 related to the economy reads, "The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life."

PSRC's Regional Growth Strategy defines roles for different types of areas in accommodating the Puget Sound region's population and employment growth. According to the Regional Growth

¹ "Broaden the City's tax base" refers to expanding the scope of economic activities, properties, or individuals subject to taxation within the city. The goal is to increase the diversity and inclusivity of the tax base, ensuring a larger portion of the population or economic transactions contributes to government revenue. It is also seen as a way to enhance fiscal sustainability and reduce the reliance on a narrow segment of taxpayers.

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Strategy, it is assumed that 65 percent of the region's population growth and 75 percent of the region's job growth will locate within regional growth centers and near high-capacity transit.

VISION 2050 has seven economic policy objectives, each of which are targeted toward customizing local economic policies and strategies that further regional and local economic development goals. These policy objectives are:

- Identify and enhance industry clusters, including those recognized in the Regional Economic Strategy that provide goods and services for export
- Focus retention and recruitment efforts and activities to foster a positive business climate and diversify employment opportunities by specifically targeting:
 - Businesses that provide living wage jobs;
 - Local, women, and minority-owned businesses and start-up companies;
 - Established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.
- Promote strategies and policies that expand access to opportunity and remove barriers for economically disconnected communities.
- Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.
- Develop a range of employment opportunities to create a closer balance between jobs and housing, reducing commute times, traffic congestion, air emissions and other vehicle related emissions, and improving physical and mental health and community strength.
- Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes.
- Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes.

Kenmore is identified as a High Capacity Transit (HCT) community in PSRC's VISION 2050 plan. HCT's are cities and urban incorporated areas with planned high-capacity transit investments that will allow these jurisdictions to accommodate a larger share of future growth, including both housing and employment. In addition, several areas within King County are identified as Regional Growth Centers (RGC). **As of 2024**In 2026, Downtown Kenmore **is was designated as** a **Candidate** Countywide RGC, with consideration for full designation through the 2025-26 biennium.

Countywide Planning Policies

The King County Countywide Planning Policies include many related to economic development. Policy *concepts* that support strong and vibrant local communities are summarized below:

- Make local investments to maintain and expand infrastructure and public services, promote education, and protect the environment in a way that contributes to the economic sustainability of the County.
- Coordinate local economic policies and strategies with VISION 2050 and the Regional Economic Strategy.
- Support economic growth that accommodates employment growth targets.

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- Support industry clusters and their related subclusters that are integral components of the Regional Economic Strategy and King County’s economy.
- Evaluate the performance of economic development policies and strategies in business development and middle wage job creation.

Topics that should be addressed include:

- Business Development: Strengthen, expand, and diversify the economy through creation, retention, expansion, and recruitment of businesses.
- Diversity, Equity, Inclusion, and Accessibility: Create and support a community and economy that are inclusive and welcoming to all.
- Support of the regional food economy: Support improving access to affordable and culturally relevant food options within the local community.
- Environmental Protection: Promote the natural environment as an economic value and work to improve access and restore the natural environment, as well as encourage private, public, and nonprofit organizations to incorporate environmental stewardship and social responsibility.
- Human resources – Create an economy that provides opportunities for all, particularly for economically disadvantaged residents and neighborhoods. Improve cultural diversity, job training and education.
- Direct governmental actions – Inventory, plan for, and monitor land supply and development capacity, and maintain and improve infrastructure and simplify permitting processes.
- Private/public partnerships – Foster partnerships to implement economic development policies, programs, and projects.

CITY OF KENMORE ECONOMIC DEVELOPMENT STRATEGY AND APPROACH

Economic Development Strategy (2018)

In 2018, the City hired a consulting firm, Community Attributes, to update the original Economic Development Strategy (2009). Through an extensive analysis, the development of a market profile update, an updated commercial buildable lands assessment, and a robust public engagement process with local business and stakeholders across the Kenmore community, several goals, strategies, and actions were developed aimed at diversifying, growing, and sustaining Kenmore’s economy.

The six goals include:

- Promote & Differentiate Kenmore’s Image
- Grow New & Existing Businesses & Target Sectors
- Enable High-Quality Retail, Office, & Mixed-Use Development
- Leverage Placemaking² & Livability for Economic Development
- Expand Connectivity, Access to the Waterfront & Multi-Modal Transportation

² Placemaking is defined as the process of creating quality places that people want to live, work, play and learn in.

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- Highlight Kenmore’s Welcoming Business Climate

Economic Development Approach

Using the 2018 Economic Development Strategy as a guide, the City developed an Economic Development Approach that is guiding Kenmore’s economic development work.

Be a Well-Run City

We believe that the best thing we can do to promote economic development in Kenmore is to ensure we are a well-run city. This means that our city employees are approachable and accessible so that our community has positive experiences in dealing with the city. It also means that we provide well-maintained roads and parks, a walkable downtown core that is both safe and clean, well-planned zoning and housing options, easy-to-navigate permitting and registration processes, and care for our ecosystems, all of which create an environment where it is easier for businesses to thrive.

Seize Strategic Opportunities

We believe in taking matters into our own hands in order to make things happen. We embraced this part of our strategy in the last biennium by purchasing the Bench and Holt properties and utilizing the Shell property for an affordable housing development. We need to continue to be a city that moves boldly to ensure we are well positioned and prepared for the future by seizing opportunities that make an impact.

Focus on Key Partnerships

We believe it is critically important to engage with and support our city’s key institutions. This includes our largest employers, businesses, and service providers and the Kenmore Business Alliance, the city’s bridge to our numerous and treasured small businesses. We are deeply invested in the long-term success of our businesses and institutions, and we want to maintain strong partnerships with them.

EXISTING CONDITIONS

The following is a summary of Kenmore’s existing economic conditions based on information obtained from the various regional, state, and federal data sources. Where available, the most recent data from these sources was used.

Population and Socio-Economic Characteristics

The City of Kenmore has an estimated population of 24,350 (OFM estimate April 1, 2024), an increase of just over 3,000 or approximately 14 percent since the last Comprehensive Plan update in 2014. Table ED-1 below shows the population profile.

Table ED-1, Population Profile, 2023

Population	24,350
Households	9,505
Median Age	41.3
Median Male Age	40.6
Median Female Age	42.1

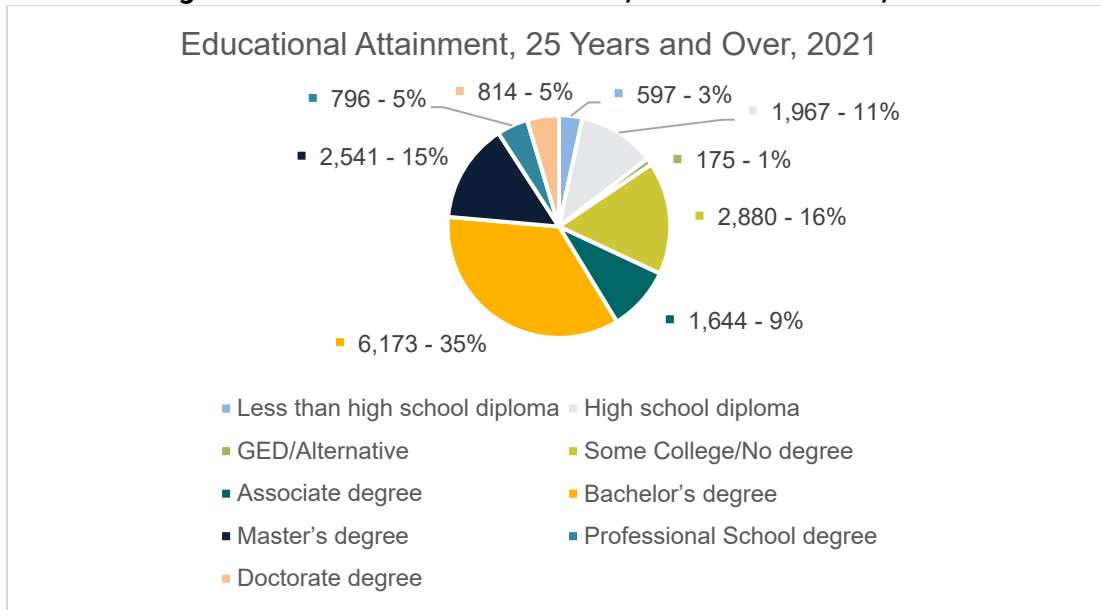
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Source: Data Axle, Inc., Esri Community Analyst, 2023.

Educational Attainment & Income

Approximately 67 percent of residents over the age of 25 have earned an associate degree or higher educational attainment. For comparison, about 64 percent of the population over 25 in King County have earned an associate degree. Figure ED-2 shows estimated educational attainment for Kenmore residents aged 25 or older.

Figure ED-2 Educational Attainment, 25 Years and Over, 2021

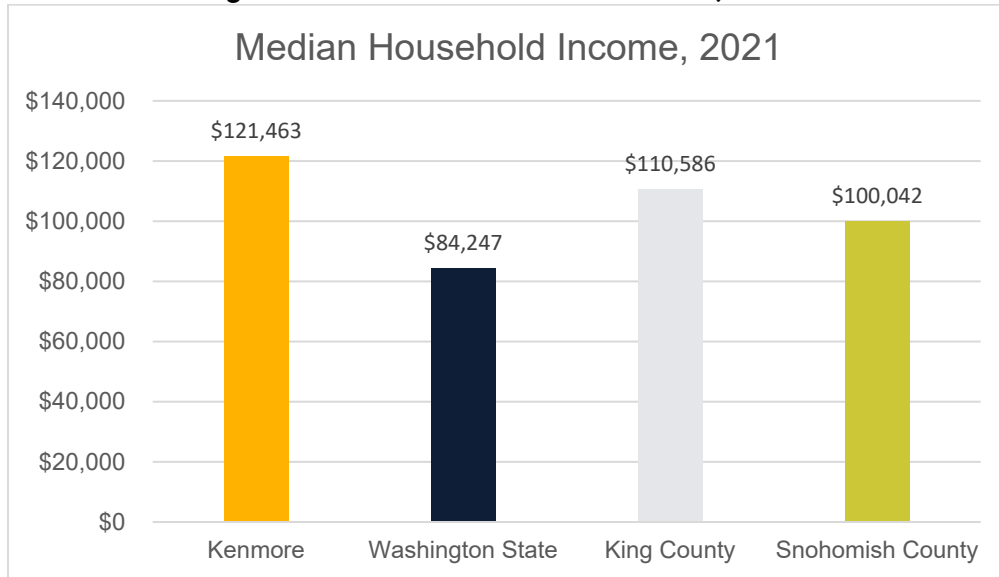


Source: US Census American Community Survey, 5-year, 2017-2021

The Kenmore area has a median household income level estimated to be \$121,463 in 2021, compared to approximately \$110,586 for King County and \$100,042 in Snohomish County. Figure ED-3 shows estimated median household incomes in Kenmore, King and Snohomish counties, and Washington state.

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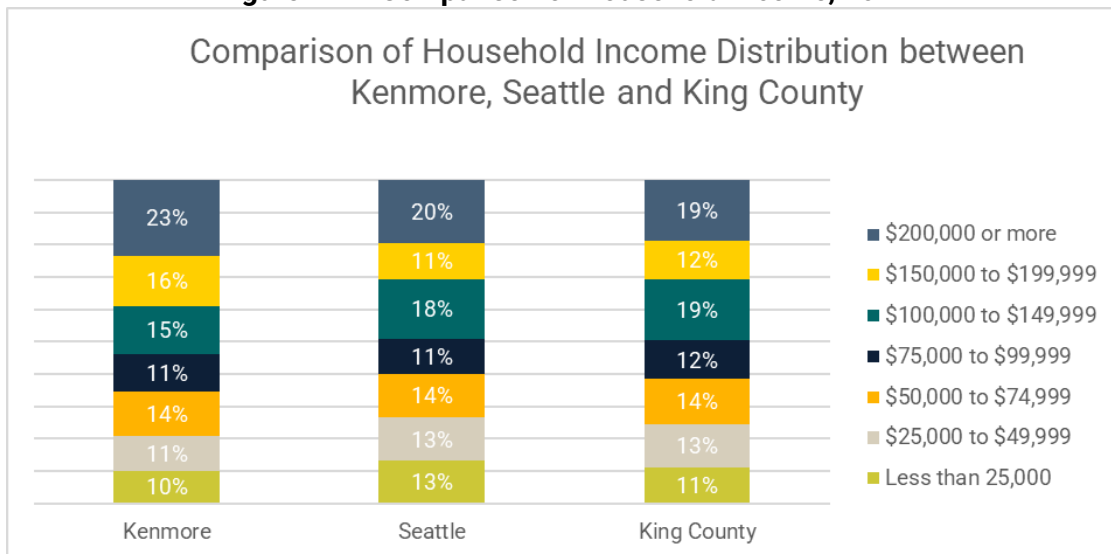
Figure ED-3 Median Household Income, 2021



Source: US Census American Community Survey, 2021

Approximately 6.1 percent of the population for whom poverty status is determined in Kenmore (1,425 out of 23,472 people) live below the poverty level, which is lower than the national average of 12.8 percent. The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who classifies as impoverished. If a family's income is less than the family's threshold, then the family and every individual in it is considered to be living in poverty. Figure ED-4 shows the comparison of household income for Kenmore with Seattle and all of King County while ED-5 illustrates the poverty rate for children and adults in these areas.

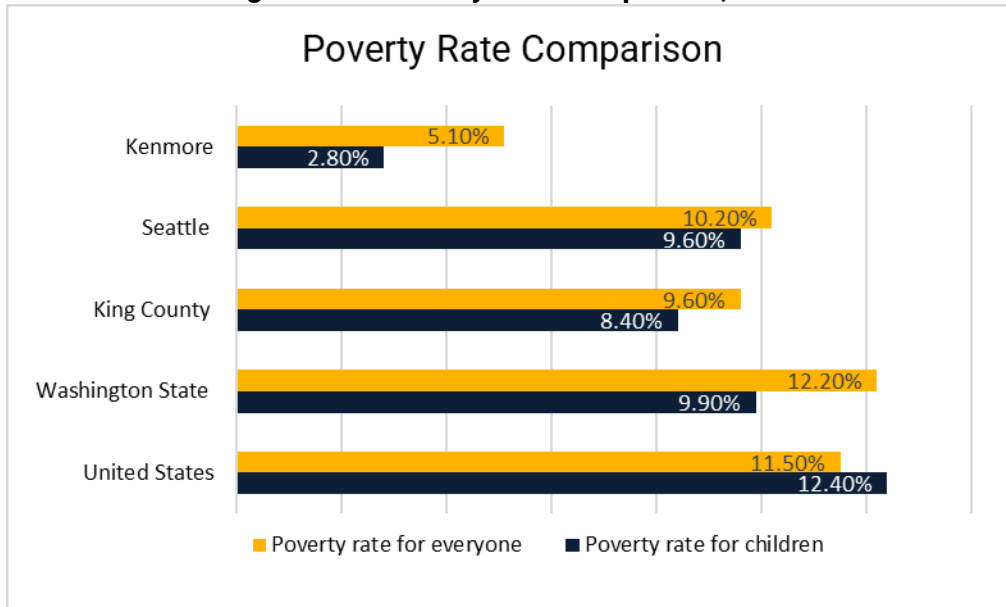
Figure ED-4 Comparison of Household Income, 2021



Source: Source: PSRC, 2021

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Figure ED-5 Poverty Rate Comparison, 2021



Source: PSRC, 2021

Housing Economic Profile

There are an estimated 9,623 total housing units in Kenmore. Of these, approximately 6,445 (67 percent) are owner-occupied, 2,765 (29 percent) are renter-occupied, and 357 (4 percent) are vacant. The median value of owner-occupied units is \$948,000, with median gross rent of \$1,704. The average household size in Kenmore, as reported in the 2020 Census, is 2.53. Table ED-6 shows the housing profile for Kenmore.

Table ED-6 Housing Profile³

Total Housing Units	9,623
Average Household Size	2.53
Owner-occupied units	6,445
Renter-occupied units	2,765
Vacant units	357
Median Value (Owner-occupied)	\$948,000
Median gross rent (per month)	\$1,704

Source: U.S. Census, American Community Survey, 5-year, 2017-2021

Housing Affordability

Housing affordability in a community is a large factor in a community's success. When households spend more than 30% of their income on housing, they are cost burdened and struggle to afford other necessities. Households are severely cost burdened when they pay more than 50% of their income on housing. Cost burden is only one measure for understanding affordability in Kenmore.

³ Housing profile numbers as estimates based on U.S. Census data. There is a margin of error factor. Therefore, total housing units may not be exact.

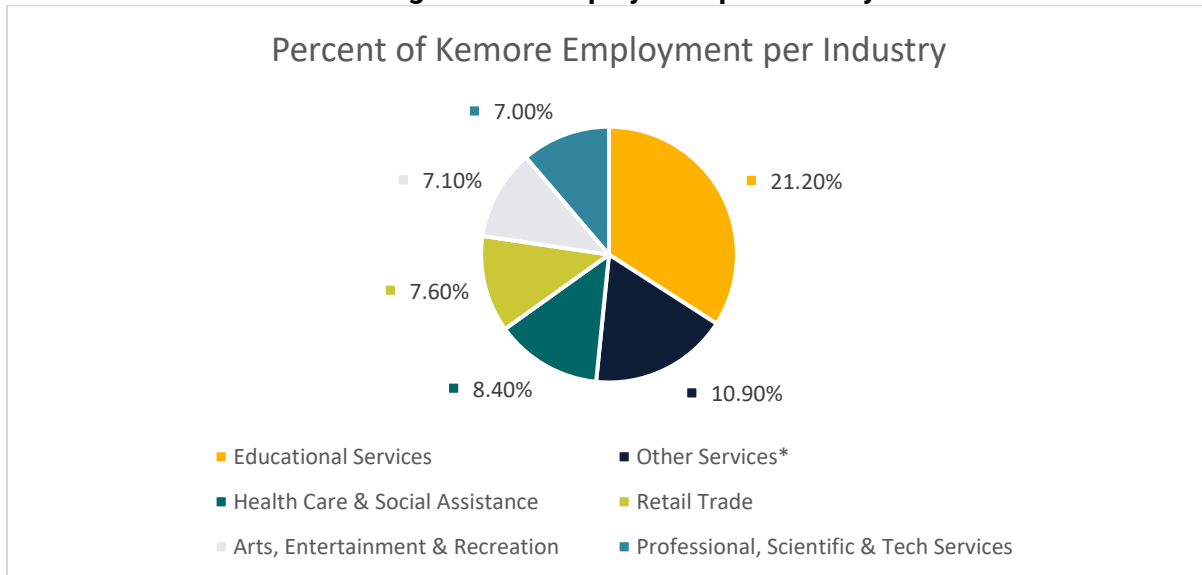
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Employment

As of September 2023, there are approximately 4,583 employees within Kenmore. 21.2 percent of the working population in Kenmore is employed in Educational Services, making it the largest employment sector in the city. The next five largest employment sectors are Other Services* (10.9 percent), Health Care & Social Assistance (8.4 percent), Retail Trade (7.6 percent), Arts, Entertainment & Recreation (7.1 percent), and Professional, Scientific & Tech Services (7.0 percent).

According to WA State Department of Revenue, there are 1,198 businesses operating in Kenmore (September 2023). Of these businesses, 66% are home-based. Table ED-7 illustrates the percentages of employment per industry.

Figure ED-7 Employment per Industry



Source: WA Department of Revenue

(*Other Services (except Public Administration) NAICS 81 – Activities providing services not elsewhere specified, including repairs, religious activities, grantmaking, advocacy, laundry, personal care, death care, and other personal services.

Table ED-8 shows covered employment data for Kenmore. Table ED-9 shows the top 5 employers in Kenmore.

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Table ED-8, Covered Employment by Industry, Kenmore

by NAICS Codes	Employees	
	Number	Percent
Agriculture, Forestry, Fishing & Hunting	0	0.0%
Mining	0	0.0%
Utilities	0	0.0%
Construction	303	6.6%
Manufacturing	136	3.0%
Wholesale Trade	152	3.3%
Retail Trade	348	7.6%
Motor Vehicle & Parts Dealers	62	1.4%
Furniture & Home Furnishings Stores	7	0.2%
Electronics & Appliance Stores	10	0.2%
Building Material & Garden Equipment & Supplies Dealers	32	0.7%
Food & Beverage Stores	30	0.7%
Health & Personal Care Stores	85	1.9%
Gasoline Stations & Fuel Dealers	16	0.3%
Clothing, Clothing Accessories, Shoe and Jewelry Stores	3	0.1%
Sporting Goods, Hobby, Book, & Music Stores	75	1.6%
General Merchandise Stores	28	0.6%
Transportation & Warehousing	239	5.2%
Information	90	2.0%
Finance & Insurance	94	2.1%
Central Bank/Credit Intermediation & Related Activities	67	1.5%
Securities & Commodity Contracts	8	0.2%
Funds, Trusts & Other Financial Vehicles	19	0.4%
Real Estate, Rental & Leasing	91	2.0%
Professional, Scientific & Tech Services	319	7.0%
Legal Services	53	1.2%
Management of Companies & Enterprises	3	0.1%
Administrative, Support & Waste Management Services	152	3.3%
Educational Services	970	21.2%
Health Care & Social Assistance	383	8.4%
Arts, Entertainment & Recreation	325	7.1%
Accommodation & Food Services	304	6.6%
Accommodation	18	0.4%
Food Services & Drinking Places	286	6.2%
Other Services (except Public Administration)	498	10.9%
Automotive Repair & Maintenance	63	1.4%
Public Administration	135	2.9%
Unclassified Establishments	41	0.9%
Total	4,583	100.0%

Source: Data Axle, Inc., Esri Community Analyst, 2023.

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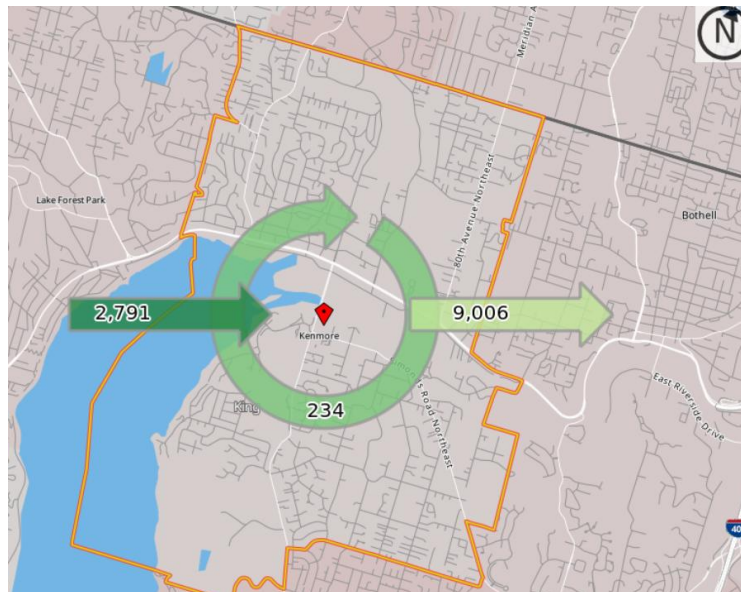
Table ED-9, Largest Employers in Kenmore

Bastyr University
The Lodge at St. Edward Park
Safeway, Inc.
Kenmore Air Express/Kenmore Air Harbor ⁴
Inglewood Golf Club

Source: WA State Dept. of Revenue, City of Kenmore 2023

According to U.S. Census data, only 2 percent of working Kenmore residents are employed inside the City. Figure ED-10 shows the inflow/outflow of Kenmore residents and non-residents, as well as the residents who live and work in Kenmore. There are over 3.5 times as many residents working outside the city for employment versus those coming into the City. This indicates the limited availability of jobs in the city and residents work in job sectors that Kenmore does not offer (i.e., education and services instead of high-tech, financial). Kenmore still serves largely as a bedroom community for surrounding employment centers.

Figure ED-10: Inflow/Outflow of Workers



Source: U.S. Census On the Map, 2021

Employment by Industry Sector

Kenmore residents are employed in a variety of industries. Over 25 percent of the population is employed in professional, scientific, management, and administrative services, making it the largest employment sector. In 2021, the median annual earnings for this sector were \$93,247. The next largest employment sectors are educational services (21 percent), other services

⁴ Kenmore Air Express is the commercial air service business operating out of Kenmore. Kenmore Air Harbor is the maintenance and aircraft operations of the seaplane base in Kenmore. Together, these two businesses operate side-by-side at the Kenmore base.

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(including repairs, religious activities, grantmaking, advocacy, laundry, personal care, death care, and other personal services (10.9 percent), and health care and social assistance (8.4 percent). In 2021, the median earnings for these sectors range between \$63,210 and \$112,102 annually. Table ED-11 shows estimated full-time, year-round employees by industry sector in Kenmore.

Table ED-11 Employment by Industry Sector, 2021

Industry Sector	Count	Share	Median Earnings*
Full-time, year-round civilian employed population 16 years and over	9,486	100%	\$68,917
Agriculture, forestry, fishing, hunting, and mining:	0	0	–
Construction	565	5.9%	\$66,397
Manufacturing	926	9.7%	\$112,102
Wholesale Trade	353	3.7%	\$78,529
Retail Trade	928	9.7%	\$47,180
Transportation and warehousing, and utilities:	220	2.3%	\$62,313
Transportation and warehousing	146	1.5%	\$48,646
Utilities	74	.07%	\$123,750
Information	325	3.4%	\$133,889
Finance and insurance, and real estate and rental and leasing:	805	8.4%	\$71,750
Finance and insurance	496	5.2%	\$99,261
Real estate and rental and leasing	309	3.2%	\$60,747
Professional, scientific, and management, and administrative and waste management services	2,396	25.2%	\$93,247
Professional, scientific, and technical services	1,923	20.2%	\$101,979
Management of companies and enterprises	105	1.1%	\$109,306
Administrative and support and waste management services	368	3.8%	\$45,625
Educational services, and health care and social assistance:	1,997	21.0%	\$63,210
Educational services	792	8.3%	\$70,278
Health care and social assistance	1,205	12.7%	\$58,423
Arts, entertainment, and recreation, and accommodation and food services	497	5.2%	\$43,013
Arts, entertainment, and recreation	182	1.9%	\$59,375
Accommodation and food services	315	3.3%	\$31,989
Other services, except public administration	215	2.2%	\$25,875
Public administration	259	2.7%	\$75,192

Sources:

US Census American Community Survey, 2021

<https://data.census.gov/table?q=industry&g=160XX00US5335170&tid=ACST5Y2021.S2404>

<https://data.census.gov/table?q=earnings+by+industry&g=160XX00US5335170>

Employment Capacity

The affordability of commercial space and housing within the region contributes to whether the local economy has the potential to slow or grow in upcoming years. As increasing housing costs play a major role in housing affordability, so does the cost of commercial and industrial real estate. As real estate costs rise, this may negatively impact the potential of business creation and the retention of existing business. Higher rents may price out existing businesses, make expansions of existing businesses cost-prohibitive, or displace existing businesses as commercial areas redevelop.

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Monitoring commercial space availability and development capacity may ensure that zoning and other development regulations create a balanced and sustainable economic development approach. Table ED-12 below summarizes the 2021 King County buildable lands analysis of commercial and industrial lands in Kenmore, as well as the capacity to accommodate jobs in those categories in the city. The table includes a summary of land supply and employment capacity by vacant and underutilized parcels. Also included is a summary of capacity within lands categorized as Pipeline (lands within project planned or underway) as of 2021.

Estimating commercial/industrial land supply and job capacity determines if the city has enough land inventory (availability) in these land use categories, as well as the capacity to accommodate employment (jobs) in these categories.

Table ED-12 Commercial / Industrial Land Supply and Job Capacity

Land Supply	Gross Area (acres)	Critical Areas (acres)	ROW (acres)	Public Purpose (acres)	Initial Land Supply	Market Factor	Buildable Lands (acres)
Vacant/Redev.							
Commercial	0	0	0	0	0	0%	0
Mixed Use	131.4	17.4	8.0	16.0	90.1	0% - 10%	87.5
Industrial	0	0	0	0	0	0%	0
Non-Res Land Total	131.4	17.4	8.0	16.0	90.1		87.5

Job Capacity by Land Use	Net Buildable Area (mil.sq.ft.)	Assumed Density Range (FAR)	Existing Floor Area (million sq. ft.)	Floor Area Capacity (mil.sq.ft.)	Sq.ft. per job	Job Capacity
Commercial						
Vacant	0	0	0	0	0	0
Redevelopable	0	0	0	0	0	0
Commercial Total	0	0	0	0	0	0

Mixed-Use						
Vacant	0.48	0.16 / 1.50	0	0.19	300 / 400	623
Redevelopable	3.33	0.16 / 1.50	0.26	0.97	300 / 400	3,239
Mixed-Use Total	3.81	0.16 / 1.50	0.26	1.16	300 / 400	3,862

Industrial						
Vacant	0	0	0	0	0	0
Redevelopable	0	0	0	0	0	0
Industrial Total	0	0	0	0	0	0

City Total						
Commercial	0	0	0.69	0	0	0
Mixed Use	3.81	0.16 / 1.50	0.91	1.16	300 / 400	3,862
Industrial	0	0	0.26	0	0	0
<i>Job Capacity in Pipeline</i>						19
City Total	3.81	1.50	1.86	1.16	0 / 400	3,881

Source: King County Urban Growth Capacity Report, June 2021

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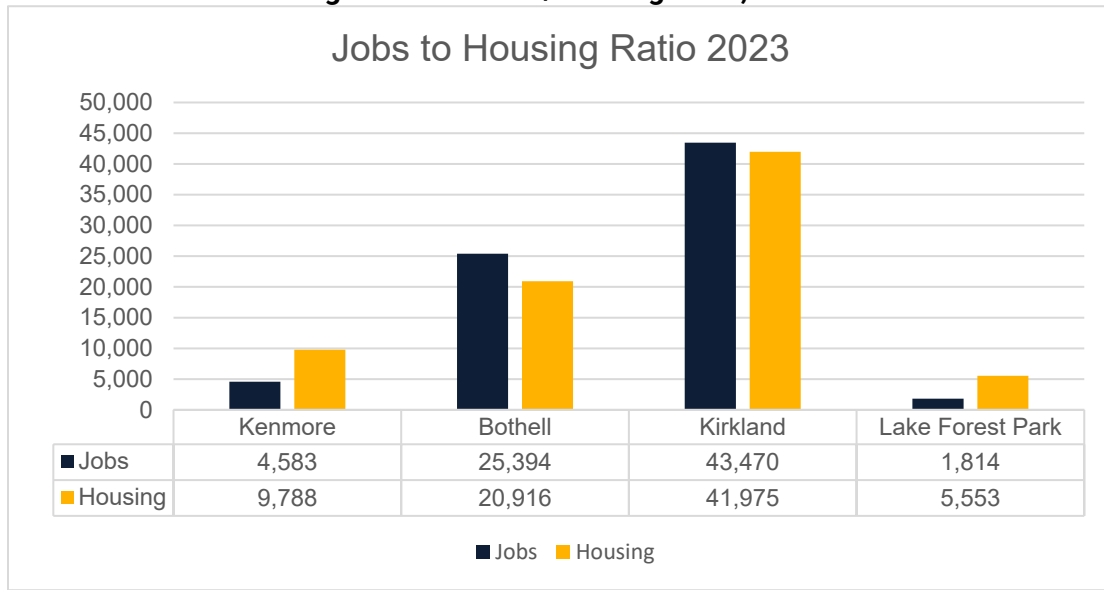
Jobs/Housing Ratio

A jobs/housing ratio is a measure of the amount of employment compared to the amount of housing in a specific geographic area. By monitoring this metric, this allows the City to plan for and improve geographic distribution of housing and employment opportunities in the community. Generally, a low jobs/housing ratio indicates that a community is housing-rich and may be classified as a “bedroom community,” while a high jobs/housing ratio indicates that the community is an employment center. The target is balance of jobs and housing, while also considering that the housing available in the community is affordable to workers at different income levels.

Kenmore, with approximately 4,583 jobs and 9,623 housing units, has a 1:2 jobs to housing ratio, which is a little less than half the number of jobs per housing units available. Figure ED-13 shows the jobs/housing ratio for Kenmore, as well as other nearby jurisdictions and King County for comparison. For comparison, Bothell has slightly more jobs than housing, Kirkland has an almost equal balance of jobs and housing, and Lake Forest Park has significantly more housing than jobs by a 3:1 margin.

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Figure ED-13 Jobs/Housing Ratio, 2023



Source: Data Axle Inc, ESRI Community Analyst, 2023

Employment Growth Target

The King County Countywide Planning Policies (CPPS) establish growth targets for all jurisdictions within King County. The CPPs were most recently amended in 2023, updating the growth targets for cities and towns throughout the County. The updated growth targets extend the planning horizon through 2044. Kenmore's current employment is 4,583 with a growth target of 3,200 net new jobs by 2044.

Taxable Retail Sales

The reported taxable retail sales in Kenmore as reported in 2022 was \$439.9 million, which was a 10% change from the prior year (\$399,401,715). Table ED-14 shows the taxable retail sales of Kenmore compared to other nearby cities. Table ED-15 shows the taxable retail sales within Kenmore by category. Per WA State Revenue, this includes sales by other methods including online, phone, and retailers by mail.

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Table ED-14 Taxable Retail Sales, 2022 Annual

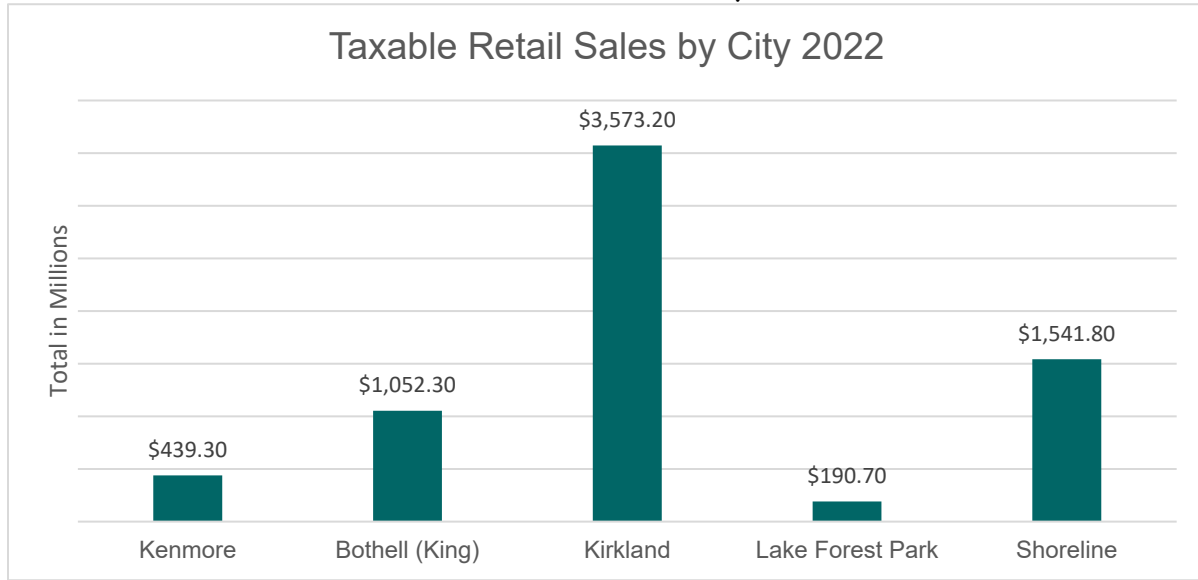


Table ED-15 Select Taxable Retail Sales in Kenmore, 2022 Annual



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FUTURE TRENDS

Kenmore, particularly in the four quadrants of Downtown, is expected to capture additional economic growth. As a designated “High Capacity Transit (HCT)” community⁵ with good access to the regional transportation network, Kenmore is targeted for both residential and employment growth as part of the Regional Growth Strategy. As a HCT, Kenmore is viewed as an important subregional job, service, cultural, and housing center. The Downtown area will capture a share of City-wide development based on several key characteristics:

- Central location, convenient to job centers and job growth in northeast King County.
- Location on major highways/arterials. Travelers can get to or from Kenmore without traveling on a toll road.
- Location on Lake Washington and the Sammamish River.
- Variety of existing commercial development types and the potential for redevelopment.
- Presence of Bastyr University, a leader in natural health sciences.

More details about the Downtown area are discussed in the Downtown Element.

Retail Demand

Taxable retail sales have remained steady in Kenmore. Restaurants, groceries, and until recently, autos and parts, made-up the largest share of retail spending. With the departure of James G. Murphy Co. in 2022, this auto sales and parts sales category dramatically decreased. Kenmore retail largely serves a local market area. Even within this area, the city retail captures only a small share of resident expenditures.

The retail inventory in the city consists of a mix of highway-oriented development and some stand-alone facilities. The largest concentrations are Kenmore Square and surrounding development, Safeway and surrounding development, and Kenmore Village and surrounding development.

The City of Kenmore has the potential to provide retail goods and services for an area beyond its own boundaries. The projected market area for Kenmore lies within an approximate 3-mile radius around the Downtown, and the boundaries are further described in the Downtown Element.

Particularly in the four downtown quadrants there are opportunities for both rehabilitation of existing retail and new retail development opportunities that serve both local and regional needs. Providing opportunities to access small, local neighborhood retail is also a consideration for serving local needs.

⁵ ‘High Capacity Transit’ means transit service that functions to carry high volumes of passengers quickly and efficiently, preferably on exclusive or semi-exclusive rights-of-way, such as bus rapid transit, light rail, commuter rail, and passenger only ferries. In the case of Kenmore, SR-522 (Bothell Way) is defined as a high capacity transit corridor. ‘High Capacity Transit community,’ as defined under PSRC’s VISION 2050, is a regional geography that refers to cities and unincorporated areas that are connected to the regional high-capacity transit system.

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While there is some limited potential for retail expansion in Kenmore, the long-term projection is declining retail sales at traditional brick and mortar retailers and a continuing trend in online retail. According to McKinsey & Company, a global management consulting company, the share of traditional retail is set to decline from 85 percent at present to 65-70 percent in the next 4 to 5 years.

Office Demand

The Kenmore office market is quite small in comparison to the region. Kenmore's ability to capture regional and national serving office users depends on its competitive position. Office concentrations in Bothell, Lynnwood, and Kirkland are all located on major interstate highways. While Kenmore does not offer the same level of highway access and visibility, Kenmore does have an opportunity to capitalize on its waterfront setting.

Since about 60 percent of Kenmore businesses with a Kenmore Business Registration are home-based businesses (as of 2023), there may be an upcoming need and demand for smaller-scale office development as these businesses mature. Buildings that accommodate live-work or coworking spaces may be more suitable for Kenmore's business environment rather than the traditional Class A or B office space that is commanded in large job centers. However, because of the lack of available coworking space in Kenmore, businesses are forced to look outside the city.

Telecommuting is a trend that has rapidly increased since the COVID-19 pandemic. This has created high retail and office vacancy rates in many prime locations outside of Kenmore. The current trend and long-term projections are conversions of excess office space to residential. While Kenmore may not be largely affected by this trend, it will still have an overall impact on office space availability and rents.

Clean Light Manufacturing Demand

Clean light manufacturing generally includes advanced manufacturing (including information technology) and urban and/or artisanal manufacturing (including breweries and specialty food manufacturers, for example). Both types of light manufacturing, particularly small growing businesses and start-ups, do not need large spaces and are looking for inexpensive rent. Kenmore has a few properties that fit this description and is a lower cost location than other options, regionally. As an emerging business type, there may be the potential for future growth of green businesses in Kenmore.

In addition to clean light manufacturing, supporting local businesses and fostering business opportunities to advance climate mitigation and resilience are important long-term objectives of the City. The Climate Action Element has goals and policies related to supporting a resilient and green local economy.

STRENGTHS, CHALLENGES, OPPORTUNITES & THREATS (SCOT)

The city of Kenmore, with its ideal location at the top of Lake Washington along a heavily travelled corridor between Seattle and the Eastside, has a lot of opportunity for commercial growth. With these opportunities, there are certainly challenges as well. This section briefly describes the strengths, challenges, opportunities, and threats, otherwise known as a SCOT analysis. This section also summarizes responses from business and stakeholder interviews conducted during development of the 2018 Economic Development Strategy.

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Strengths

Kenmore has several assets that can be leveraged to establish its identity and promote the community for increased investment and employment.

Location

Kenmore's location on 522 roughly halfway between the Eastside and downtown Seattle, as well as its location on the north end of Lake Washington, are significant assets to attracting new residents and businesses alike.

Pleasant Residential Neighborhoods

Kenmore has many excellent neighborhoods, each with its own identity and character, which add to the uniqueness of the community and improved quality of life.

Excellent School District

The Northshore School District is one of the top public school districts in the region.

Burke Gilman Trail

The Burke Gilman Trail is a 19-mile multi-purpose trail that runs from Bothell to Shilshole Bay in Seattle. The trail is part of a 27-mile trail that includes the Sammamish River Trail running from Bothell to Marymoor Park in Redmond. The Kenmore portion of the Burke Gilman Trail is approximately 2.4 miles.

Kenmore's Air Harbor

Founded in 1946, Kenmore's Air Harbor continues to be a unique and vital asset to the city's history and economic vitality. With an average 20 single-engine seaplane fleet, it is America's largest seaplane harbor with air service provided daily to downtown Seattle, the San Juan Islands, and Canada. Along with passenger services, the Air Harbor also provides seaplane restoration and maintenance services. The Air Harbor also provides space for approximately 25 private seaplanes. During the peak summer months of July and August, the Air Harbor employs approximately 250 people.

More information about Kenmore's Air Harbor is provided in the Land Use Element.

Bastyr University

Kenmore is home to Bastyr University, the premier university in naturopathic medicine in the United States, with campuses in Kenmore and San Diego, California. The 51-acre Kenmore campus is located adjacent to St. Edwards State Park and It is known for its focus on natural health arts and sciences, particularly in the areas of naturopathic medicine, acupuncture, herbal medicine, nutrition, and holistic health. Not only does Bastyr offer in-person, full-time programs, but also offers online degrees and continuing and community education programs. Bastyr has a total student body of approximately 742 students between both campuses and employs over 600 employees.

Strong Local Business Presence

Kenmore is home to many locally owned businesses, both large and small. In fact, over 60-percent of Kenmore businesses are home-based.

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Challenges

SR-522 Traffic

The pass-through traffic on SR-522 (Bothell Way) is a major east-west thoroughfare that is a significant barrier to pedestrians as well as limiting the potential for and type of development along the highway.

Competition with Neighboring Cities

The local economy is considered small relative to its population base. Several of Kenmore's neighboring cities have strong regional retail and employment centers, including Lynnwood, Bothell, and Kirkland.

Lack of Large-Scale Commercial/Office Space

Compared with neighboring cities, Kenmore has less current and available commercial and office space. This makes it more challenging for businesses to expand or locate in the city.

Opportunities

Excellent Transportation Connections

SR-522 (Bothell Way) is a major east-west arterial that provides excellent connection to Interstate 5 to the west and Interstate 405 to the east. The highway also acts as a major transit corridor for both local (King County Metro) and regional (Sound Transit) bus service. The addition of the S3 Stride Line, a new bus rapid transit line that will connect I-405 and Link Like Rail in Shoreline, will provide residents and employees additional transit options, while also expanding access and opportunities to economically disadvantaged residents. Also, continuing to pursue the King County Water Taxi as a viable transportation alternative would bring added economic benefits to downtown Kenmore.

Expanding the Downtown Core

Downtown Kenmore has been slowly redeveloping and redefining itself as the new community shopping and gathering place. Along with city investments for a new town square and several new privately initiated housing developments, there is a lot of opportunity for continued growth.

Promotion of Kenmore as a Unique Lakeside City

Kenmore is uniquely situated at the north end of Lake Washington. This location, and the benefits of lakeside access, provides not only a dramatic view but also several economic development opportunities.

Lakepointe Development

Lakepointe is a 'once in a lifetime' opportunity to create a lasting legacy for residents, business and visitors.

Threats

Climate Change

Climate change has the potential to have many negative effects on the economy, many of which may be out of the control of local government. Business establishment and success,

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as well as customer spending patterns, may be affected. Kenmore could, however, take steps to improve and market climate mitigation and adaptation strategies in the Climate Action Plan to attract businesses and shoppers.

Economic Uncertainty

Uncertainty in regional, national, and global economies plays a role in what happens to local economies. Inflation, supply chain and labor shortages, transportation costs, and stock market volatility are unknowns that may impact the region in the future. While many of these market forces are uncontrollable, the City can develop policies to prepare for any negative swings and prepare for and respond to changing economic conditions.

Housing Affordability

Regional and local housing plays a role in economic success and growth in the community. Housing affordability can impact housing rents and home costs, which may impact the availability and creation of workforce jobs. The City can monitor existing housing trends and home prices, as well as make changes to housing policies, if needed, to ensure an adequate supply of affordable housing in Kenmore.

Commercial Affordability

Commercial affordability also plays a large role in economic success and growth in Kenmore. Rising costs in commercial rents and property can negatively impact existing business, as well as discouraging new business development. The City can monitor existing commercial metrics and adjust economic policies, to the extent possible, that helps promote a variety of businesses.

Transition to Online Marketplace

Even before the COVID-19 pandemic, the retail marketplace has slowly been changing from a traditional brick-and-mortar, big-box environment to e-commerce. While traditional “in-person” shopping is still the predominant method, the pandemic has inevitably accelerated this change as large-scale regional developments (i.e., shopping malls and retail centers) are either closing or redeveloping into mixed-use urban villages or “lifestyle centers.” While Kenmore does not have many large-scale shopping centers, the City may explore the potential of adaptive reuse for aging buildings or redevelopment of underperforming retail centers into new mixed-use or live-work spaces.

Tables ED-16 and ED-17 show key sector opportunities and challenges and what was heard from participants during the 2018 Economic Development Strategy participation sessions.

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Table ED-16 Key Sector Opportunities & Challenges – 2018 Economic Development Strategy

Sector	Opportunities	Challenges
Retail	Current retail leakage to other retail centers; opportunity to capture spending from nearby communities	Suitable locations for future retail; format/type of retail and compatibility with City goals; changing retail environment (bricks and mortar challenges)
Medical/Health Care	Existing demand; relative small scale development type; existing presence in Kenmore; Bastyr University	Available property for development; Rising construction costs
Professional Services (office space)	Demand for locally serving office space; low vacancy rates; lack of supply of office space nearby; potential for coworking office development	Financing of speculative office space; available locations within the City
Restaurants/Breweries/Wineries	Rising costs in Seattle and other markets i.e. relative affordability of commercial space; strong local demographics and growth; underserved market	Available space (existing or for new construction); rising rents in Kenmore; nearby competition
Tourism and Recreation	Build upon success of the Lodge at Saint Edward; Burke Gilman linkages; Unique lakefront amenities; Kenmore Air	Linkage between downtown and lake access points; growth in nearby offerings; Highway 522 environment
Information & Communications Technology (ICT)/Tech Sector	Potential for satellite offices on certain properties in long term (Lakepointe for example); improving transportation linkages; Regional growth in sector; regional demand	Site suitability and availability; regional competition; long odds strategy

Source: 2018 Economic Development Strategy, CAI, Inc.

Table ED-17 What Was Heard – 2018 Economic Development Strategy

What Makes Kenmore an Attractive Place to do Business?

The Ability to Live & Work Here
Central Location Within Region
Affordable Commercial Rent

The Local Economy
Confidence in Future Growth
Untapped Markets
Quality Businesses Draw Customers from Outside Kenmore

Kenmore's Economic Assets
Local Leadership & Support for Businesses
Location
Spillover Regional Growth
Bastyr University Growth

What Challenges and Opportunities Affect the Kenmore Economy the Most?

Greatest Challenges
Transportation
Current Perceptions of the City
Quality & Quantity of Commercial Space
Competition with Neighboring Communities

Greatest Opportunities
Increasing Transportation Options
Expanding Downtown Retail Core
Developing Identity as Unique Destination
Improving Quality of Commercial Building Space

Looking Forward

Infrastructural Development
Development of the Lakepointe Property
Expected Growth - and a Higher Profile
Increasing Variety of Commercial Development
Places to Gather
Shared Work Spaces
Technology, Healthcare and Professional Services

Source: 2018 Economic Development Strategy, CAI, Inc.

SUPPORTING AN EQUITABLE LOCAL ECONOMY

A diverse and stable economy offers long-term economic opportunity and social equity to all Kenmore residents. Equitable and broadly spread prosperity through employment is a key factor in helping residents improve financial outcomes and stay out of poverty. Equity has been identified by the City as top priority and ensuring availability and access to jobs is one of the ways to improve quality of life, especially for historically underrepresented people. Creating the

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opportunity for access to living wage jobs and workforce development and education leads to greater economic growth and success.

GOALS, OBJECTIVES, AND POLICIES

Following are the economic development goals, objectives, and policies.

GOAL ED-1 ESTABLISH AN ECONOMIC BASE THAT PROVIDES FOR THE NEEDS OF RESIDENTS AND A RANGE OF EMPLOYMENT OPPORTUNITIES.

OBJECTIVE ED-1	Strengthen the diversity of employment opportunities in a manner that creates job opportunities for all residents and creates opportunities for people to live and work in Kenmore.
Policy ED-1.1	Classify an adequate amount of land for commercial and business use.
Policy ED-1.2	Recognize the environment as a key economic value in the community that must be protected.
Policy ED-1.3	Through cooperative planning efforts with other agencies, support community-based actions to involve minorities, women, and economically disadvantaged individuals in improving their economic future.
Policy ED-1.4	Promote local use of small business financing and management assistance programs. Help identify facilities which may be used to support small businesses.
Policy ED-1.5	Develop and maintain accurate and up-to-date capital facility plans for transportation, surface water, and parks.
Policy ED-1.6	Foster the development and use of private/public partnerships to implement economic development policies, programs, and projects.
Policy ED-1.7	Identify & target sectors that are appropriate for siting in Kenmore, providing for job diversity and living-wage occupations.
Policy ED-1.8	Ensure existing and future housing and land use policies support the balance of affordable housing and available jobs in Kenmore.
Policy ED-1.9	Consider establishing a target of living wage jobs-to-housing ratio for Kenmore.
Policy ED-1.10	Actively seek living wage jobs that support Kenmore residents and encourage educational opportunities through local and regional training partners, such as WorkSource, community colleges, and technical trade schools.

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Policy ED-1.11	Support opportunities and partnerships that prepare residents such as occupational rehabilitation, training, internships, work study, and other efforts.
OBJECTIVE ED-2	Support new and existing business development by creating climate that fosters business creation and retention, positively contributing to the City's quality of life.
Policy ED-2.1	Actively support the retention and expansion of the local and regional economic base.
Policy ED-2.2	Partner with economic development groups, such as the Economic Development Council of Seattle/King County, State Department of Commerce, Small Business Development Center (SBDC), and various trade organizations to coordinate recruitment and marketing of business opportunities.
Policy ED-2.3	Partner with the Bothell Kenmore Chamber of Commerce and Kenmore Business Alliance to connect businesses and obtain input on City policies and activities.
Policy ED-2.4	Use zoning, strategic infrastructure investment, and public facilities to stimulate business revitalization, retention, and creation.
Policy ED-2.5	Permit home businesses within residential zones consistent with the neighborhood context.
Policy ED-2.6	Encourage quality and affordable childcare and adult care facilities to support a diverse work force.
Policy ED-2.7	Identify the unique needs of multi-cultural and women-owned businesses and coordinate City policies with business associations and other stakeholders in Kenmore.
Policy ED-2.8	To support Kenmore's Economic Development Approach, continue to facilitate permitting for new and expanding businesses and facilitate property acquisitions where strategic to achieve economic development strategies.
Policy ED-2.9	Ensure that all economic development activities and partnerships are consistent with the City's Economic Development Approach.
OBJECTIVE ED-3	Encourage the retention and provision of commercial services that support residents and local businesses.
Policy ED-3.1	Support private reinvestment in local businesses through the potential use of tools such as loan or grant matching, fee abatement, or other mechanisms to revitalize commercial centers.

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Policy ED-3.2	Reinforce private investment through regular maintenance and improvement of the City's streets, sidewalks, surface water facilities, and parks.
Policy ED-3.3	Encourage mixed-use areas where small-scale commercial development can occur.
Policy ED-3.4	Encourage the development of shared office/co-working spaces in Kenmore.
OBJECTIVE ED-4	Improve the visual appearance of new and existing commercial development in terms of design, signage, landscaping, and maintenance.
Policy ED-4.1	Improve the visual appearance of Downtown, SR-522, and other commercial districts through public and private measures for beautification, façade improvements, and maintenance.
Policy ED-4.2	Improve the appearance of parking areas with landscaping and maintenance.
Policy ED-4.3	Implement sign standards that create a distinct image for the Downtown, SR-522, and other commercial nodes, and which orient to pedestrians as well as drivers.
OBJECTIVE ED-5	Identify and support Kenmore's Downtown as a focal point for commercial and inclusive and sustainable economic growth.
Policy ED-5.1	Promote a diversity of uses within the Downtown which support the activity base by providing employment, civic, cultural, recreational, residential, and a variety of commercial activities.
Policy ED-5.2	Use zoning and infrastructure incentives to achieve redevelopment in the Downtown.
Policy ED-5.3	Create zoning districts, regulations, incentives, and strategic investment that, in conjunction with market forces, result in an inviting and vital central core that is inclusive and sustainable.
OBJECTIVE ED-6	Support regional economic development strategies consistent with the Kenmore vision statement.
Policy ED-6.1	Cooperate in efforts to establish regional economic diversification and development goals, strategies, and actions. Participation should be encouraged by other jurisdictions, labor, education, environment, and business interests.
Policy ED-6.2	Continue to cooperate on a countywide and regional basis with other counties, cities, other governmental agencies and the private sector to inventory, plan for and monitor the land capacity for commercial, institutional, resource, critical area, open space and residential uses.

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Policy ED-6.3	Utilize tax and fee systems, where appropriate, that are equitable, consistent with City goals, predictably and appropriately fund local services, and are able to maintain a competitive local and regional economic environment. Periodically review the City's tax and fee systems to ensure they remain consistent with the City's priorities.
OBJECTIVE ED-7	Emphasize Climate Action Plan strategies during economic development decision making.
Policy ED-7.1	Attract a job sector that encourages clean-energy and low-carbon producers, emphasizes the reduction of natural resources, and promotes local and statewide initiatives of a green economy.
Policy ED-7.2	Support green job training and continuing education opportunities for economic vulnerable job sectors.
Policy ED-7.3	Support industries and job sectors that reduce greenhouse gas emissions and transitioning to renewable energy sources.
OBJECTIVE ED-8	Develop a culture of excellent service that supports all residents and businesses in Kenmore.
Policy ED-8.1	Continue to provide excellent service, and identify improvements as necessary, for City permitting, licensing, code enforcement and other front-line functions.
Policy ED-8.2	Instill a problem-solving approach to project review, licensing and permitting.
OBJECTIVE ED-9	Enhance communication between the City and local businesses.
Policy ED-9.1	Communicate with business owners to illustrate the value proposition inherent in operating a business in Kenmore.
Policy ED-9.2	Encourage proactive outreach to Community Business Organizations, such as Kenmore Business Alliance, informing the local business community of Kenmore's regulatory simplicity, supportive business culture, and low-cost business environment.
OBJECTIVE ED-10	Enhance community services as an integral part of residents and business owners' satisfaction with Kenmore and their sense of community.
Policy ED-10.1	Continue to operate a summer farmers market or support other activities in downtown that brings together people, business and enhances community pride.
Policy ED-10.2	Provide home-based businesses with easy access to community services and other opportunities that help advertise and promote their business to local residents and property owners.

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Policy ED-10.3 Monitor residents and business owner satisfaction regarding city services and other quality of life metrics and track over time.

OBJECTIVE ED-11 Consistent with the City's Diversity, Equity, Inclusion and Accessibility (DEIA) Plan, support businesses and projects that align with equity goals.

Policy ED-11.1 Increase efforts to build partnerships that support to retain local businesses and organizations, with an emphasis on supporting historically marginalized groups in the business community.

Policy ED-11.2 Support a diversity of business types by engaging with business organizations and agencies that assist minority and women-owned businesses, such as the Washington State Office of Minority and Women's Business Enterprises (OMWBE), Washington State Department of Commerce, and Association of Women and Minority Businesses (AWMB).

OBJECTIVE ED-12 Leverage Placemaking and Livability and Position Kenmore as a destination for North King County.

Policy ED-12.1 Promote Kenmore as a regional tourism destination with regional businesses and attractions.

OBJECTIVE ED-13 Continue to recognize the value of Kenmore's Air Harbor as a provider of air transportation and as a significant employer in the city.

Policy ED-13.1 Support the continued operation of Kenmore's Air Harbor through effective planning, reduction from risk of incompatible development, and collaboration with the City and surrounding property owners.

IMPLEMENTATION STRATEGIES

The Economic Development Element policies will require continued or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, foster partnerships, or coordinate with adjacent jurisdictions.

New or expanded programs, rules, or regulations would be needed to address:

- Incentives to stimulate business revitalization, retention, and creation.
- Identification and tracking key economic and demographic metrics to help the city evaluate the effectiveness of local economic strategies and achievement of equitable outcomes.
- Development and tracking of citywide and departmental performance measures related to economic development.
- Monitor and analyze commercial space availability and development trends to ensure that zoning and development regulations are appropriate for Kenmore.
- Continue to assess business development needs to ensure economic growth, particularly local business development.

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A review of existing programs, rules and regulations would be needed to ensure they meet the policies, including:

- Review of home occupation, home business standards.
- Periodic review of development standards that relate to commercial or business development.
- Review of design, landscape, and signage standards.

Continuing coordination efforts would be needed with adjacent jurisdictions or agencies, including:

- Cooperative efforts with other agencies, such as Washington State Office of Minority and Women's Business Enterprises (OMWBE), Washington State Department of Commerce, and Association of Women and Minority Businesses (AWMB), to support economic development activities for small, local, women- and minority-owned businesses in Kenmore.
- Coordination and partnership with economic development and business groups, such as the Economic Development Council of Seattle/King County, the State Department of Commerce, various trade organizations, the Bothell Kenmore Chamber of Commerce and the Kenmore Business Alliance to promote Kenmore as a commercial and recreational destination.
- Continuing to promote and expand business-supporting slogans and branding materials that effectively support and value the business community in Kenmore. This may also include development of a small and local business directory, a "how to do business in Kenmore" guide, and a handbook on licensing and permitting.
- Cooperation on a regional basis towards economic diversification and land capacity monitoring.

A periodic review of the five-year action plan in the Economic Development Strategy is also recommended to keep the strategy plan current. The City continues to pursue the following efforts to further the goals of the Economic Development Strategy:

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- Supporting a community marketing campaign to promote Kenmore's and support business development.
- Leveraging and partnering with the area's educational institutions.
- Supporting the development of a natural health-related cluster.
- Creating a landmark gateway to Kenmore and improving wayfinding signage and streetscape and business area appearance.
- Providing leadership and facilitation in opening up the waterfront as a key amenity.
- Creating opportunities for new start-up businesses.
- Providing free educational seminars for local businesses.
- Supporting the City's business registration program.
- Supporting activities of the Kenmore Business Alliance and Bothell Kenmore Chamber of Commerce.
- Supporting the development of office space or other opportunities for employment.
- Seeking grants or other funding opportunities that support business retention, creation, and growth.

_____ = PROPOSED AMENDMENTS

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HOUSING ELEMENT

INTRODUCTION AND BACKGROUND

Purpose

Access to quality and affordable housing is crucial for promoting socially and economically diverse neighborhoods. The Housing Element is intended to plan for a range of densities and housing types for all needs and incomes, through preserving, improving, and expanding housing stock. City housing policy should be financially sustainable supportive of strong neighborhoods with efficient service provision. Strategically planned and well-designed neighborhoods can serve as a climate resilience strategy, promoting sustainable transportation networks, housing options, access to services, amenities, employment opportunities and preserving the natural environment. To achieve this, a diverse range of housing choices should be located within Kenmore's neighborhoods. Ensuring adequate homeownership and rental housing choice availability in the city, creates greater opportunity for current and future Kenmore residents to thrive and broadens access to social and economic benefits.

Growth Management Act Requirements

The Growth Management Act (GMA) states that Comprehensive Plans are to plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. Housing elements are to include an inventory and analysis of existing and projected housing needs, including units for moderate-, low-, very low-, and extremely low-income households as well as emergency housing¹, emergency shelters, and permanent supportive housing². The Housing element should include a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including moderate-density housing options such as duplexes, triplexes, and townhomes. Housing elements must identify sufficient land capacity for housing including, but not limited to, government - assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes and townhomes. The housing element must also consider housing location in relation to employment location. Lastly, housing elements also must identify policies, regulations, and implementation measures that do not result in racially disparate impacts, displacement and exclusion in housing.

¹ Emergency Housing, as defined by RCW 36.70A.030, means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

² RCW 36.70A.030(31) "Permanent supportive housing' is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW."

Countywide Planning Policies

The “overarching” housing goal of the new Countywide Planning Policies (CPPs) is to “provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County.” The CPPs direct each jurisdiction to update its comprehensive plan for:

- Preserving, improving, and expanding its housing stock;
- Promoting fair and equitable access to housing for all people; and
- Taking actions that eliminate race-, place-, ability-, and income-based housing disparities.

The CPPs identify the countywide housing needs of low-, very low-, and extremely low-income households, which are equal to 19 percent (51-80 percent Area Median Income AMI), 15 percent (31-50 percent AMI), and 15 percent (30 percent and below AMI), respectively, of all County households. The CPPs also state that each city should address the housing needs of all economic segments and strive to provide housing affordability to accommodate a proportionate amount of the countywide needs.

The county-wide population growth forecast has been established by the Washington State Office of Financial Management (OFM), as required by the GMA. In the CPPs, each jurisdiction in King County agreed to a housing target (population allocations converted into households) for the years 2019-2044. Kenmore’s housing growth target is 3,070 housing units. The city is committed to ensuring Kenmore has capacity in the Comprehensive Plan and implementing regulations to meet this target. Actual growth would occur based upon market forces.

Relationship to the Natural Environment

The Natural Environment Element notes that natural systems have played an important part in defining the character of Kenmore. Historically, this area has made significant alterations to the natural environment as a result of development. Moving forward, protecting Lake Washington and the City’s wetlands, streams, trees, and fish and wildlife habitat is crucial to integrating new housing compatibly into the natural environment. Addressing geologic hazards and flooding protects future residents from harm.

EXISTING CONDITIONS

Demographics and Household Characteristics

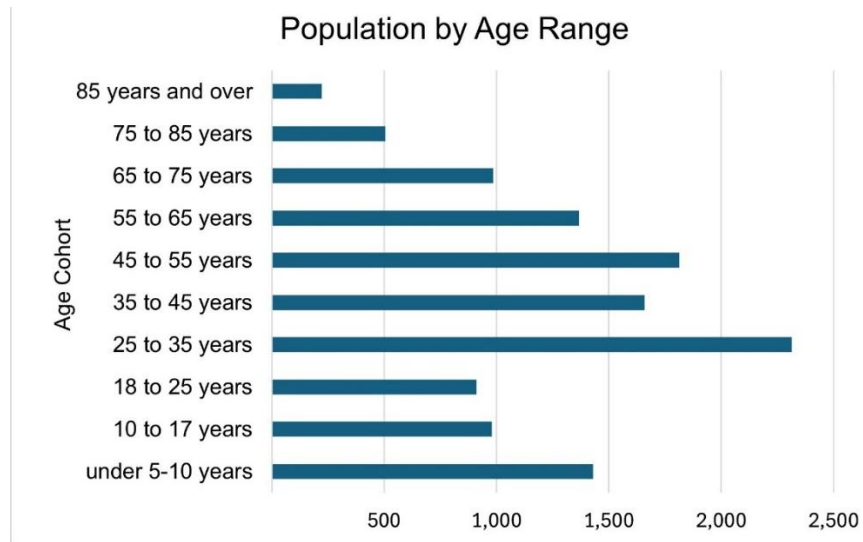
The City of Kenmore has an estimated population of 24,350 (April 1, 2024, OFM estimate), an increase of just over 3,000, or approximately 14 percent since the last Comprehensive Plan update in 2014. The annual growth rate (1.35 percent) is slightly lower than the countywide growth rate (1.7 percent) during this period. Table H-A below shows the population profile. Figure H-1 shows the age distribution in Kenmore, while Figure H-2 shows population by race and ethnicity.

TABLE H-A, Population Profile, 2023

Population	24,350
Households	9,505
Median Age	41.3
Median Male Age	40.6
Median Female Age	42.1

Source: WA OFM, Data Axle, Inc., Esri Community Analyst, 2023.

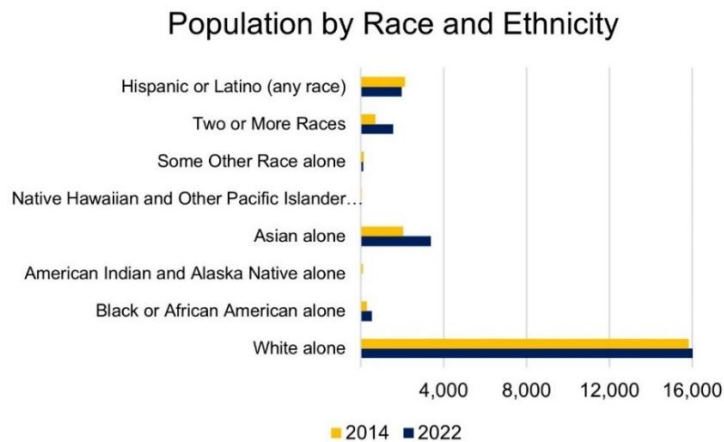
FIGURE H-1 POPULATION COHORTS



Source: ACS 5-year estimates (Table B01001), 2022.

People of Color (BIPOC) comprise approximately 35 percent of the Kenmore population overall, the highest of which are Asian alone. The proportion of residents defining themselves as “White alone” declined from 74 percent in 2014 to 68 percent in 2022, while persons defined as “Asian alone” increased from 10 percent to 14 percent of the population. Self-identified Hispanic/Latino residents dropped slightly from 10 percent in 2014 to 8 percent in 2022. See Figure H-2.

FIGURE H-2 POPULATION BY RACE AND ETHNICITY

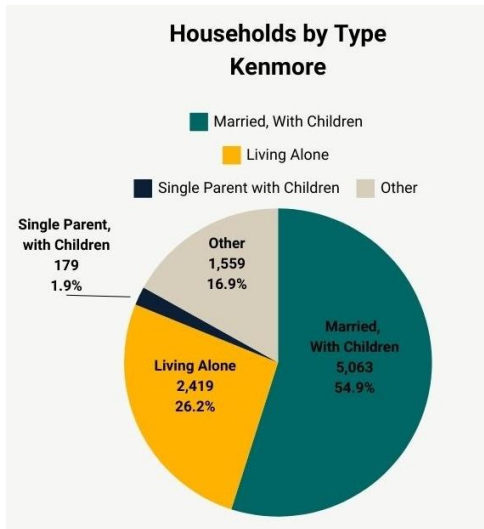


Source: ACS, 5-year estimates, 2022.

Households and Household Types

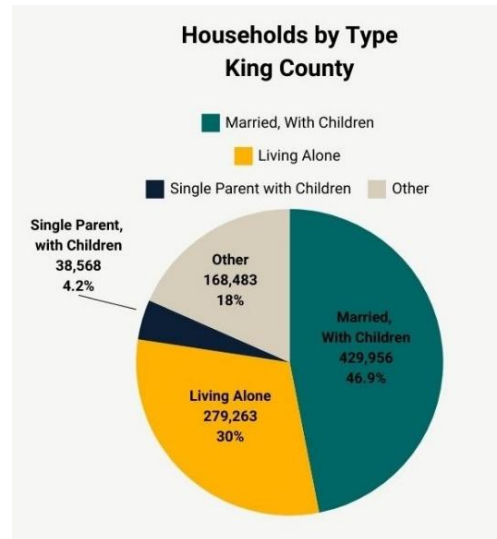
Kenmore currently has approximately 9,220 households, 15 percent more than last reported in the comprehensive plan in 2014. The household size decreased slightly, from 3.03 to 2.53. Compared to King County overall (Figures H-3 and H-4 below), the city has greater percentages of married-couple families (55 percent) and families with children (57 percent).

**FIGURE H-3
KENMORE, 2015–2019**



Source: ACS 5-Year estimates, 2022

**FIGURE H-4
KING COUNTY, 2015–2019**



Source: ACS 5-Year estimates, 2022

Jobs and Wages

Employment can be an important contributor to housing demand within a community, both in terms of the amount and affordability of housing. Jobs are mostly concentrated along the SR-522 corridor. As of September 2023, there are approximately 4,583 jobs/employees within Kenmore. According to U.S. Census data, only 2 percent of working Kenmore residents are employed inside the City. There are over 3.5 times as many residents working outside the city for employment versus those coming into the City. Kenmore still serves largely as a bedroom community for surrounding employment centers.

A jobs/housing ratio is a measure of the amount of employment compared to the amount of housing in a specific geographic area. By monitoring this metric, this allows the City to plan for and improve geographic distribution of housing and employment opportunities in the community. Generally, a low jobs/housing ratio indicates that a community is housing-rich and may be classified as a “bedroom community,” while a high jobs/housing ratio indicates that the community is an employment center. The goal is a balance of jobs and housing, while also considering that the housing available in the community is affordable to workers at different income levels.

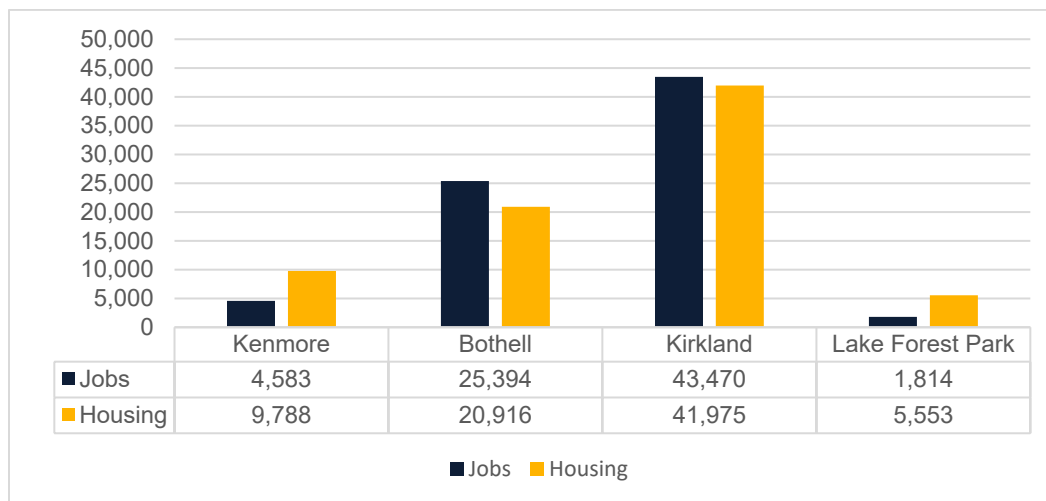
Kenmore, with approximately 4,583 jobs and 9,788 housing units, has a 1:2 jobs to housing ratio, which is a little less than half the number of jobs per housing units available. Figure H-5 shows the jobs/housing ratio for Kenmore, as well as other nearby jurisdictions and King County for comparison. For comparison, Bothell has slightly more jobs than housing, Kirkland has an almost equal balance of jobs and housing, and Lake Forest Park has significantly more housing than jobs by a 3:1 margin.

Location of Housing and Employment

A requirement of the GMA is to consider housing locations in relation to employment locations. This analysis is documented in both the Housing Element above and also the Economic Development Element. Some key findings include:

- **Jobs to Housing Ratio** – As of 2023, Kenmore has approximately 4,600 jobs and 9,800 housing units, giving it a jobs to housing ratio of 1:2, meaning there are fewer than half the number of jobs compared to housing units. For comparison, Bothell has slightly more jobs than housing, Kirkland has an almost equal balance of jobs and housing, and Lake Forest Park has significantly more housing than jobs, with a 3:1 ratio. See Figure H-5.
- **Inflow/Outflow of Workers** – Over 3.5 times as many residents work outside the city for employment versus those coming into the city. This is due to the limited jobs in the city and in the city and also residents who work in job sectors that are not available in Kenmore (e.g., high-tech, financial). Most of Kenmore’s employment is concentrated along the SR-522 corridor between the city limits of Bothell and Lake Forest Park.
- **Land Use Pattern** – Kenmore’s land use pattern is a mix of low-density, located primarily to the north and south of SR-522, and a mix of medium- to high-density along the SR-522 corridor. Downtown Kenmore is the most densely populated area of the city and is designated as a Countywide Growth Center.

**FIGURE H-5
JOBS TO HOUSING RATIO, 2023**



Source: Data Axle Inc., ESRI Community Analyst, 2023

Household Incomes

Approximately 19 percent of the households in Kenmore fall within the standards defined as extremely low- or very low- income (Table H-B, 2016-2020), which is slightly lower than countywide figures. The rental market is the primary source of housing for these populations.

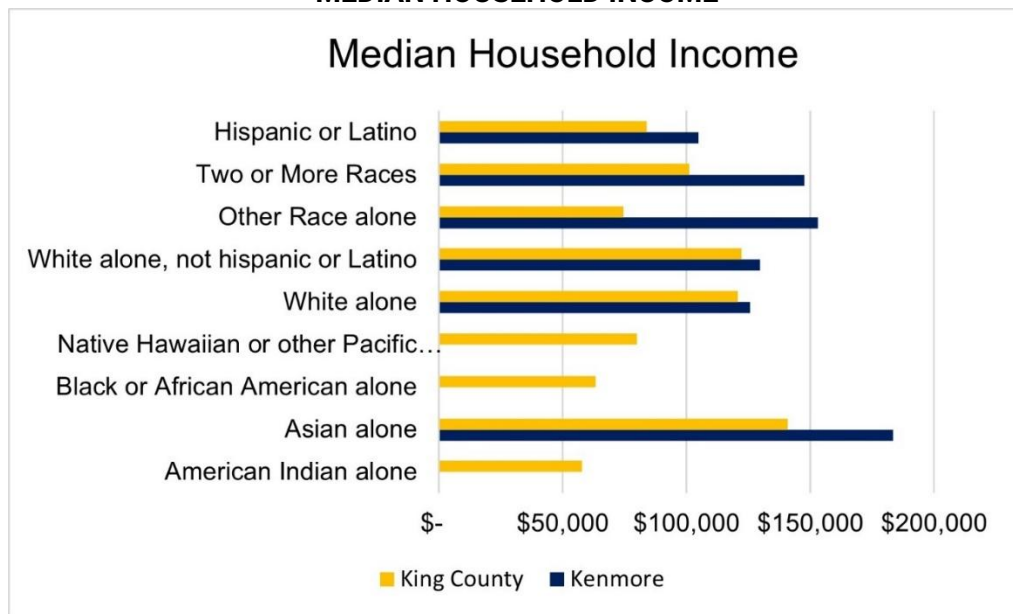
**TABLE H-B
HOUSEHOLDS BY INCOME CATEGORY**

HOUSEHOLD INCOME CATEGORY		PERCENT OF TOTAL HOUSEHOLDS			
		KENMORE		KING CO.	
		2012-2016	2017-2020	2012-2016	2017-2020
< 30% of median:	Extremely Low-Income	11%	11%	12%	13%
30% to 50% of median:	Very Low-Income	9%	8%	10%	11%
50% to 80% of median:	Low-Income	10%	11%	11%	12%
> 80% of median:	Middle- and Higher-Income	70%	70%	67%	64%
"Median" refers to the Area Median Income (King and Snohomish counties). Some totals exceed 100% due to rounding.					

Source: Comprehensive Housing Affordability Strategy (CHAS) 5-Year Estimates (U.S. Housing and Urban Development).

Figure H-6 provides information on median household income by race/ethnicity.

**FIGURE H-6
MEDIAN HOUSEHOLD INCOME**



Source: ACS 2022 5-Year Estimates (U.S. Census Bureau). * Not all data available for Kenmore.

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Existing Housing Types

As of 2023, Kenmore added 14 percent more housing units since 2010, which is slower than King County and other neighboring cities (see Table H-C, below).

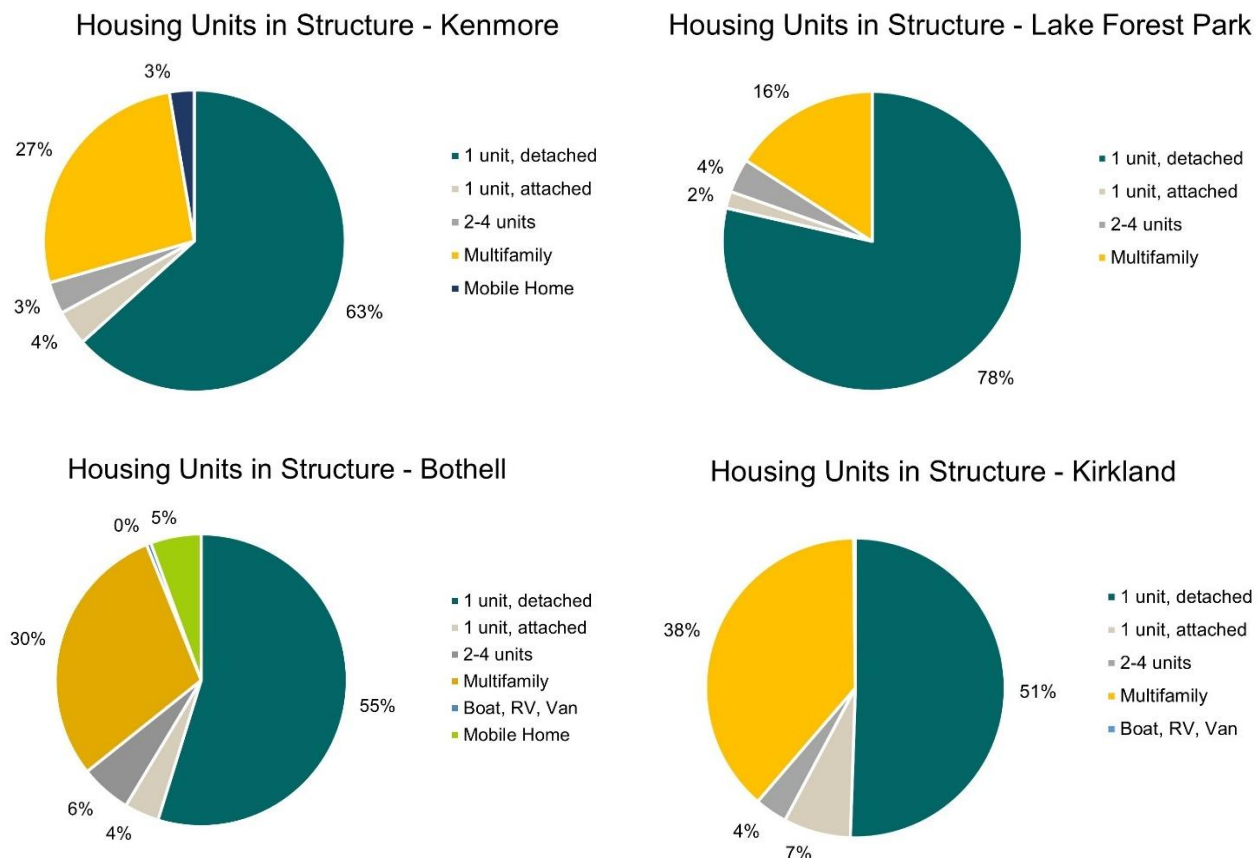
**TABLE H-C
NUMBER AND TYPE OF HOUSING UNITS, KENMORE**

TYPE OF HOUSING	2010		2023	
	UNITS	% OF TOTAL	UNITS	% OF TOTAL
Single-family Detached	6,024	70%	6,679	68%
2 or more-family	2,254	26%	2,827	29%
Mobile Homes	291	3%	291	3%
Total Units	8,569	100%	9,797	100%

Source: WA State Office of Financial Management (OFM), Postcensal Estimates of Housing Units, April 1, 2020 to April 1, 2023.

Compared to most jurisdictions in King County, Kenmore has a low percentage (27 percent) of multi-family housing (see Figure H-7, below).

**FIGURE H-7
HOUSING UNITS IN STRUCTURE**



Source: 2022 American Community Survey, 5-Year Estimates (U.S. Census Bureau).

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Kenmore is one of the few communities in east King County with a significant number of manufactured homes (close to 300; Washington State OFM, 2023). Most of Kenmore's manufactured homes are located in six parks with a small number located on individual lots. Units are primarily owner occupied, sited on rental pads. The manufactured housing communities are an important housing resource for many Kenmore residents. More than half of the households living in manufactured homes are low-income. Two of the manufactured housing communities are reserved for seniors. In many cases, manufactured housing communities provide the opportunity of unsubsidized home ownership to households that cannot afford to purchase other types of housing. Homes are in a wide range of physical condition, including some units that are getting past their useful life. Other concerns include long-term park maintenance and replacement of aging infrastructure. Overall availability of manufactured housing has been decreasing in King County as parks are redeveloped with other uses. Of concern is that when parks are closed and replaced with more expensive housing, homeowners lose most of their investment. Future redevelopment of some of the mobile home parks to higher densities could provide additional housing units with affordability requirements.

Homeownership

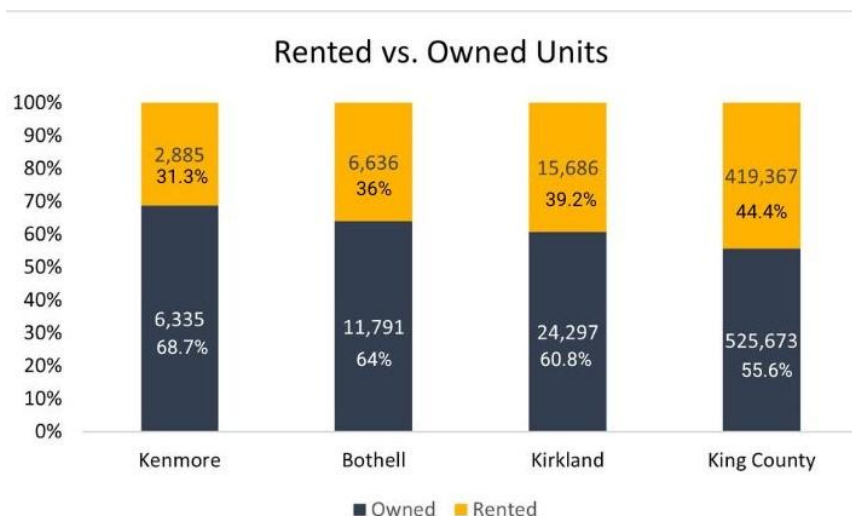
Kenmore has a homeownership rate of 69 percent, compared to the countywide rate (56%). Black, Indigenous, and other People of Color (BIPOC) householders are 19 percent of Kenmore's households and 18 percent of the homeowners. Asian householders (not Hispanic or Latino) are 13 percent of the total households and 14 percent of the homeowners. Other BIPOC householders are 6 percent of the total and 4 percent of Kenmore's homeowners.

The average home value in June 2024 in Kenmore was \$1,055,872 (Zillow, 2024).

Rental Housing

Rental housing makes up about 31 percent of housing supply in Kenmore, a significantly smaller portion of overall housing than in east King County and King County as a whole (Figure H-8).

**FIGURE H-8
RENTED VS. OWNED UNITS**



Source: ACS, 5-year estimates, 2022. U.S. Census.

Role of ADUs in Kenmore

Another adequate provision required by RCW is to consider the role of accessory dwelling units (ADUs) in meeting housing needs. Given that much of Kenmore’s land is allocated to detached single-family residential, there is an opportunity to address housing needs by promoting the development of both attached and detached dwelling units on these lots. These housing types could be affordable for moderate and lower-income households.

In 2020, the City amended its ADU regulations to encourage development of ADUs, including extinguishment of the owner occupancy requirement after the first six months of consecutive occupancy. In 2023, the State legislature passed HB 1110 and HB 1337, but which mandate significant changes to ADU regulations, including allowing two ADUs per lot in all cities within urban growth areas (including Kenmore) and reducing barriers related to occupancy, sale, lot size, and parking. Kenmore is updating its development regulations to comply with these new provisions and will complete the updates within six months of the periodic update.

Predicting ADU production trends post-regulation updates is challenging. Although recent ADU construction in Kenmore has been minimal, there’s potential for a substantial increase due to the planned code updates and the existing size of residential lots. This is reflected in the housing land capacity analysis and the considerations for meeting housing targets under current zoning.

Kenmore has permitted at total of 126 accessory dwelling units in the City (as of 2024).

Housing Costs

The costs of purchasing or renting homes in Kenmore have increased dramatically. While all households are affected, renter households, Hispanic/Latino households, and lower-income households (regardless of tenure) in Kenmore allocate a larger portion of their income toward housing. According to policies established by the U.S. Department of Housing and Urban Development, a household should spend no more than 30 percent of its income on housing, including utilities. A household that is considered “cost burdened” when they spend more than 30 percent of their household income on housing. In 2020, approximately 25 percent of all households in the city fell into the cost-burdened category, a little over 2,300 households. Among them, over 854 households were severely cost-burdened. Table H-D shows incomes and affordable housing costs for various income levels.

TABLE H-D
AFFORDABLE HOUSING COSTS BASED ON KING COUNTY MEDIAN INCOME, 2024

	EXTREMELY LOW- INCOME		VERY LOW- INCOME		LOW- INCOME	
	30% of Area Median		50% of Area Median		80% of Area Median	
Household Size	Annual Income	Affordable Monthly Cost	Annual Income	Affordable Monthly Cost	Annual Income	Affordable Monthly Cost
1	\$30,954	\$774	\$51,590	\$1,290	\$82,544	\$2,064
2	\$35,376	\$884	\$58,960	\$1,474	\$94,336	\$2,358
3	\$39,798	\$995	\$66,330	\$1,658	\$106,128	\$2,653
4	\$44,120	\$1,106	\$73,700	\$1,843	\$117,920	\$2,948
5	\$47,758	\$1,194	\$79,596	\$1,990	\$127,354	\$3,184

Source: ARCH.

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Figure H-9 illustrates the percentage of renter and owner households based on their cost-burden status. Renter households were significantly more likely to experience cost burden during this period – 36 percent compared to only 21 percent of owner households. Figure H-10 shows the cost burden by household income.

The median gross rent in Kenmore in 2022 was \$1,850, 5 percent below the county-wide median (Table H-E).

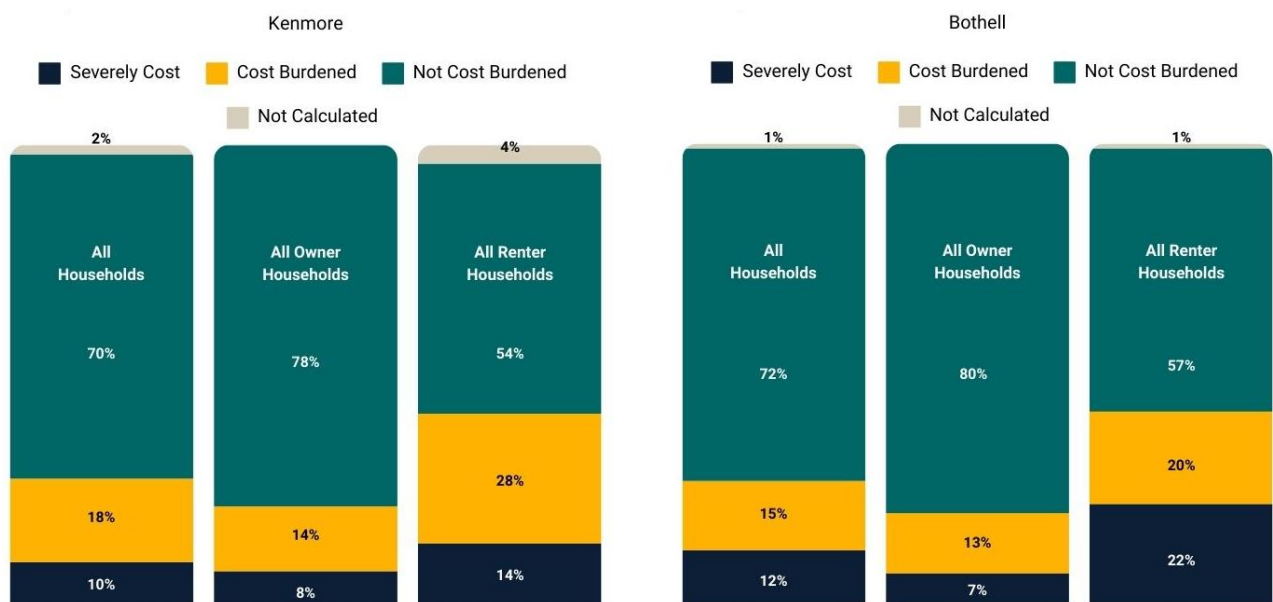
**TABLE H-E
MEDIAN GROSS RENTS, 2015–2019 5-YEAR AVERAGES
(2019 DOLLARS)**

LOCATION	BEDROOMS				AVERAGE
	0	1	2	3	All Units
Bothell	\$1,845	\$1,857	\$2,200	\$2,782	\$2,174
Kenmore	\$1,169	\$1,677	\$1,864	\$2,417	\$1,850
Lake Forest Park	\$N/A	\$1,717	\$2,206	\$2,417	\$1,992
King County	\$1,552	\$1,738	\$2,070	\$2,569	\$1,950

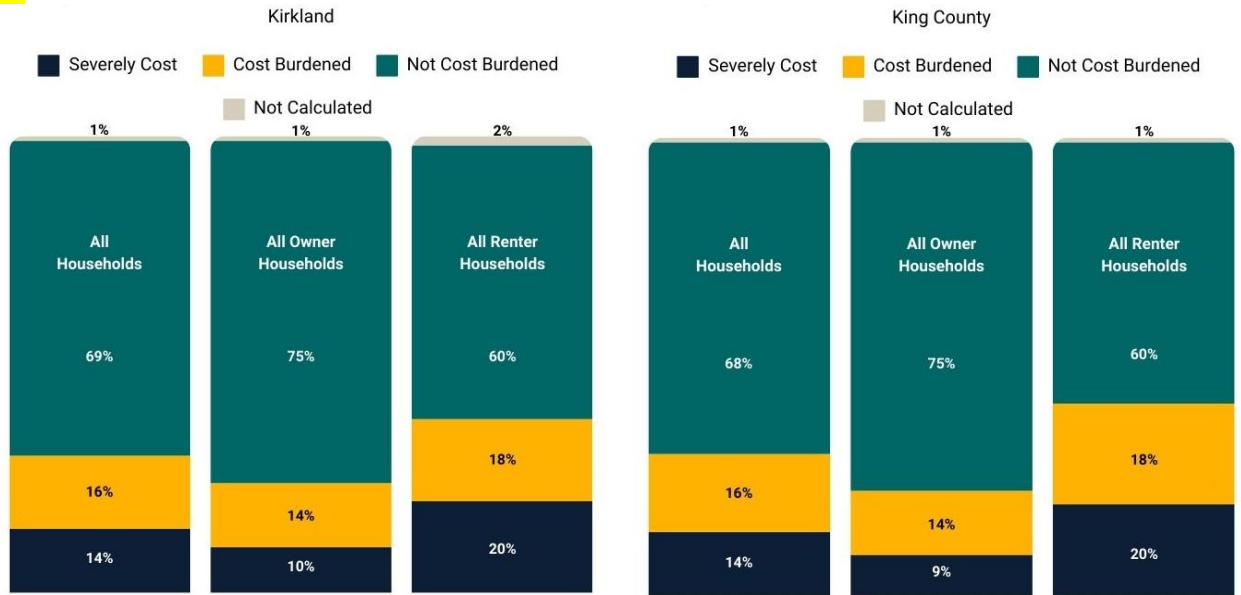
Source: ACS 2022 5-Year Estimates.

The average 5-year rental vacancy rate in Kenmore, according to 2022 ACS data, averaged 4.4 percent.

**FIGURE H-9
PROPORTION OF ALL HOUSEHOLDS BY COST BURDEN AND TENURE (2021)**



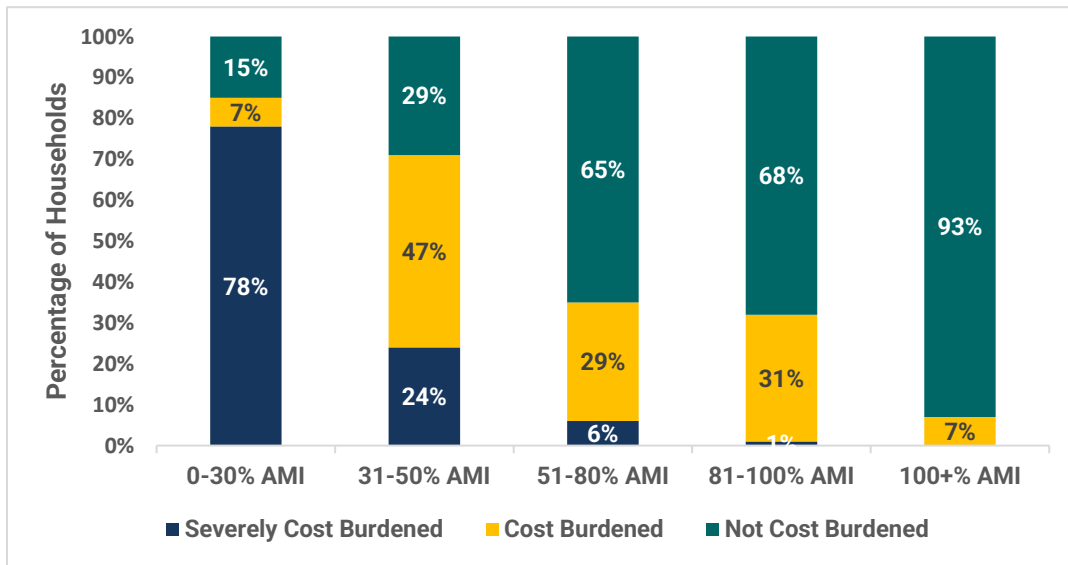
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Source: HUD CHAS data (based on 2017-2021 ACS 5-year estimates)

Note: HUD does not calculate cost burden status for households with zero or negative income. These are represented as "Not Calculated", which is the one percent remaining to equal 100-percent. Not all totals equal 100%

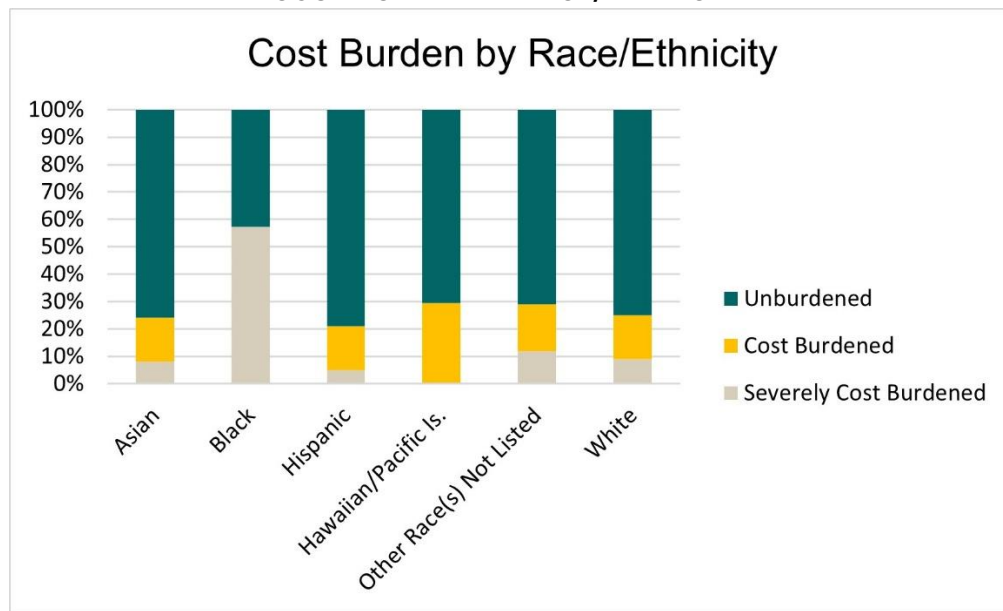
**FIGURE H-10
COST BURDEN BY HOUSEHOLD INCOME**



Source: CHAS 2016-2021

Examining the proportion of all households by race (Figure H-11), households of color have similar rates of cost-burden as White households. However, of the Black or African American population living in Kenmore, the majority are severely cost burdened, spending over 50 percent of their income on housing.

**FIGURE H-11
COST BURDEN BY RACE/ETHNICITY**



Source: CHAS 2015-2019

HOUSING TARGETS AND CAPACITY

The city's 2019-2044 growth target established by the King County Countywide Planning Policies is 3,070 housing units. On an annualized basis, this means the city should expect and plan for 123 additional units each year. The Kenmore Land Use Plan provides enough zoned capacity to exceed the 2044 housing target, as shown in Table H-F. Mixed-use areas provide a very large percentage of the city's present capacity for new housing.

Within one-half mile of high-capacity transit, there is capacity for approximately 3,500 additional new housing units, including new development in the medium density residential classification. Existing housing units in that area total nearly 7,000 units.

**TABLE H-F
EXISTING HOUSING UNITS, AND 2021 CAPACITY, KENMORE**

Housing Type	2018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Single-family Dwellings	6,808	72%	418	11%	7,226	53%
Multi-family Dwellings, total	2,621	28%	3,717	89%	6,338	47%
In residential-only zones			184	5%		
In mixed-use zones			3,533	95%		
Total	9,429		4,135		13,564	

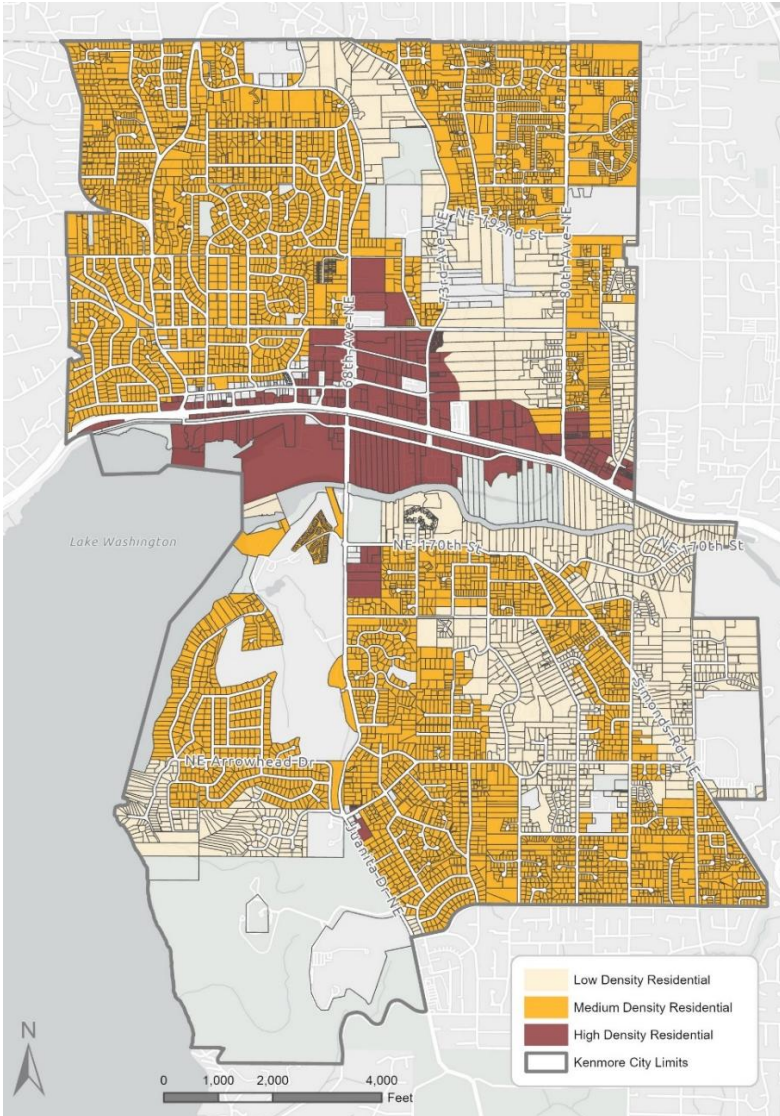
Source: Washington State Office of Financial Management and 2021 Urban Growth Capacity Report (King County).

AREA BY ALLOWED HOUSING DENSITY

Row Labels	Sum of Acres	% Area
High Density Residential	80.539	3.33%
Low Density Residential	744.221	30.77%
Medium Density Residential	1593.565	65.90%
Grand Total	2418.325	100.00%

Source: City of Kenmore GIS

LAND ZONED FOR HOUSING BY DENSITY



Source: City of Kenmore GIS

Land Capacity Analysis

Cities and counties are required to perform a Land Capacity Analysis (LCA) to assess and document the capacity of new housing and jobs on vacant, underutilized, or partially used lands. This analysis examines the potential for land within a community's borders to support new housing growth, given the existing zoning and development regulations. Unlike a Buildable Lands Analysis, which reviews past performance under the previous comprehensive plan, a LCA projects forward, evaluating land uses and development types planned for the next planning period as outlined in WAC 365-196-325. The aim of a LCA is to assess what current development regulations permit, rather than what has already been developed.

A summary of findings of the LCA are documented below in Table H-H below (the full LCA and methodology may be found in Appendix G.) The LCA showed that the City has more than enough capacity to accommodate its assigned growth targets under existing zoning patterns. In 2044, the City is expected to have a surplus capacity of 3,678 housing units and 52 jobs above King County growth targets. That said, the City may want to continue expanding capacity beyond what is needed to meet growth targets and achieve important community-wide objectives such as housing affordability.

**TABLE H-H
LAND CAPACITY ANALYSIS SUMMARY**

Subject	Findings
Housing Capacity	6,748 dwelling units
Housing Surplus	3,678 dwelling units
0-80% AMI Housing Surplus	2,147 dwelling units
>80-120% AMI Housing Surplus	1,531 dwelling units
Net Commercial/Industrial Capacity	52.38 acres
Employment Capacity	3,252 jobs
Employment Surplus	52 jobs

Source: City of Kenmore, Kimley-Horn

AFFORDABLE HOUSING CHALLENGES AND OPPORTUNITIES

Countywide Planning Policy (CPP) H-1 requires all jurisdictions plan for and accommodate the jurisdiction's allocated share of countywide future housing needs for moderate-, low-, very low- and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing."

The Affordable Housing Committee (AHC) of the Growth Management Planning Council serves as a regional advisory body, responsible for recommending action and assessing progress towards implementing the Regional Affordable Housing Task Force Action Plan for King County. This Plan was developed in 2018 to address the affordable housing crisis in King County.

The Plan states that, at its core, the housing crisis is driven by a supply and demand challenge that is two- fold. First, King County's population has grown faster than new homes have been built, Second, King County's population has not grown evenly across the income spectrum. In response to demand for housing by high-earner households, housing developers have focused new projects to serve the upper end of the market and many of what were once existing affordable units have increased in price beyond what many middle- and low-income working individuals and families can afford.

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The Action Plan includes seven goals, with strategies to achieve the goals, and actions to implement the strategies. Goals include: Increase construction and preservation of affordable homes for households earning less than 50 percent area median income; prioritize affordability accessible within a half mile walkshed of existing and planned frequent transit service, with a particular priority for high-capacity transit stations; preserve access to affordable homes for renters by supporting tenant protections to increase housing stability and reduce risk of homelessness; and promote greater housing growth and diversity to achieve a variety of housing types at a range of affordability and improve jobs/housing connections throughout King County.

A Regional Coalition for Housing (ARCH)

ARCH, a partnership between King County and East King County Cities, including Kenmore, collaborates to preserve and expand housing for low- and moderate-income households in the region. ARCH assists member governments in developing housing policies, strategies, programs, and regulations. The ARCH Housing Trust Fund invests local funding from ARCH member cities in the creation and preservation of affordable homes for low and moderate income individuals and families. ARCH also plays a role in region-wide planning efforts, including addressing homelessness through regional strategies.

Housing Allocation of Future Housing Needs

The state Growth Management Act (GMA) mandates that each county and city must plan to accommodate the growth projected over the next 20 years. Additionally, the GMA requires cities to plan for and provide affordable housing for all economic segments of the population. Permanent housing needs, as shown in Figure H-J below, include both permanent supportive housing (PSH) and non-permanent supportive housing (non-PSH). The City of Kenmore is planning for sufficient capacity to accommodate 3,070 new units projected to be built by 2044. This includes housing for all income groups, as well as emergency housing and emergency shelter housing.

Growth allocations stem from multicounty planning policies outlined in VISION 2050, which establish a regional framework for centers and define the role of each community. Kenmore, as a High-Capacity Transit Community, ~~designates~~ Downtown Kenmore **is designated** as a **candidate** Countywide Growth Center. The VISION 2050 Regional Growth Strategy envisions Kenmore accommodating growth while contributing significantly to the region's housing supply.

TABLE H-I
CITY OF KENMORE PERMANENT HOUSING NEEDS BY
INCOME LEVEL (% OF AREA MEDIUM INCOME³)

2020-2044	Total	0-30% Non-PSH⁴	0-30% PSH	>30 - ≤50%	>50 - ≤80%	>80 - ≤100%	>100 - ≤120%	>120%	Emergency Housing Need⁵
Estimated Housing Supply (2020)	9,589	359	0	835	1,183	1,277	1,517	4,418	587
Kenmore Housing Targets (2020-2044) ⁶	3,070	1,063	559	483	393	75	85	412	

Source: 2021 King County Countywide Planning Polices (amended 2023).

³ AMI = area median income.

⁴ PSH = permanent supportive housing.

⁵ Emergency housing includes emergency housing and shelter and is in addition to permanent housing needs.

⁶ New/additional units

■ = PROPOSED AMENDMENTS

Overall, production of housing units in Kenmore has kept pace to achieve future housing 2044 targets. However, the rate of moderate- to low-income housing production (>80% AMI) has been slower than for those at higher-level incomes (>80% AMI).

For an extensive housing analysis, including a summary of emergency housing a, shelters, and permanent housing, refer to Appendix A, East King County Housing Analysis, authored by ARCH in November 2022. This document also indicates how member cities, including City of Kenmore, comply with the King County Housing CPPs.

History of Racially Discriminatory Communities and Racially Disparate Land Use and Housing Practices

Like many communities, Kenmore has a documented history of racially discriminatory land use and housing practices, including the placement of racially discriminatory housing covenants over some local neighborhoods. These actions prevented people from historically marginalized communities from access to housing and from living in parts of the City.

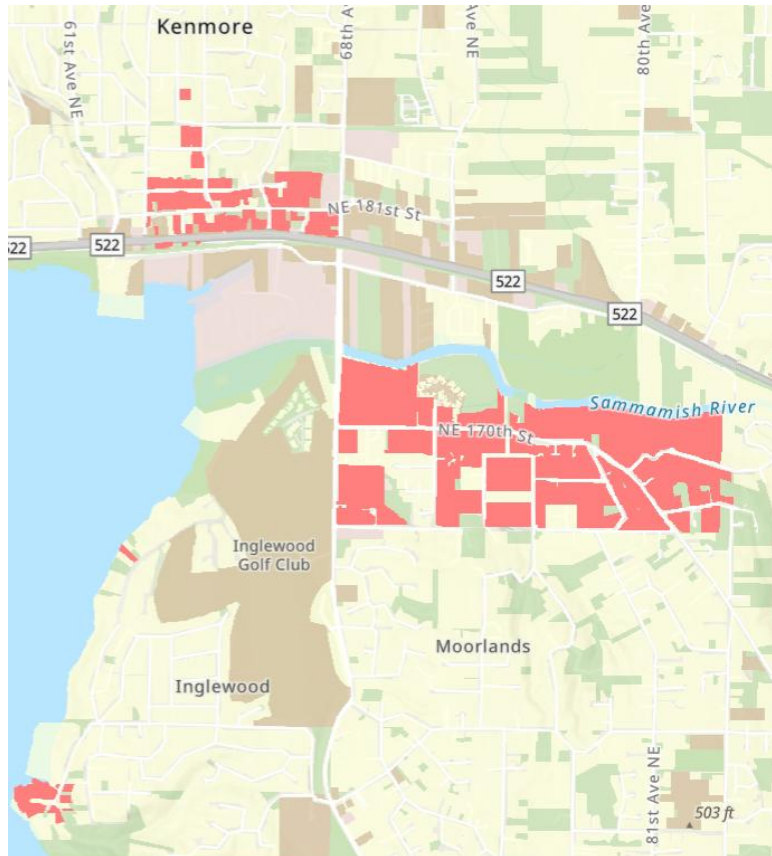
While many working class and middle class families live and continue to live in single-family housing, widespread zoning of areas exclusively for single-family housing has kept out those with lower incomes or those who are able to only afford rental housing. Recognition of diversity, equity and inclusion, as well as an understanding that local housing practices cannot fully remediate or prevent harms of past or current discrimination, is part of this Housing Element.

Racial covenants were legally enforceable in the United States from 1927 to 1968, until the Supreme Court invalidated their use. Restrictions such as “None other than persons of the Caucasian race may live upon or hold title to land in this plat,” or more specific restrictions calling out specific races were commonly used. According to the Washington State Racial Restrictive Covenants Project⁷, Kenmore had an estimated total of 417 restrictive covenants. These parcels are depicted on Figure H-13.

Although several of these structural elements fall outside the purview of municipal government, City of Kenmore remains dedicated to actively promoting equity. The City adopted the Diversity, Equity, Inclusion, and Accessibility (DEIA) Strategic Plan in 2023, which focuses on strategies to cultivate an inclusive community through city services and amenities. Housing and Human Services is a key focus of the DEIA Plan, which is aimed at meeting the basic needs of all residents. This Housing Element includes policies that focus on the importance of DEIA, the Strategic Plan, and aim to root out systemic inequality. Additionally, Housing Element policies address displacement and potential mitigations, particularly for lower-income residents People of Color (BIPOC).

⁷ <https://depts.washington.edu/civilr/segregated.htm>

**FIGURE H-13
RACIALLY RESTRICTED PARCELS IN KENMORE**



Source: Washington State Racial Restrictive Covenants Project

City of Kenmore Equity Analysis & Eastside for All Report

As part of this Comprehensive Plan update, City of Kenmore conducted a racial equity analysis to help the City establish anti-displacement policies for the Plan's Housing and Land Use elements. The goal of the analysis was to provide information, context, and evaluation of the potential disparate impacts or displacement risk that might result from growth plans and provide recommendations that support the City's ability to avoid and mitigate policies that preserve past harms and work to eliminate practices that increase future displacement risks. In summary, the results of the racial equity analysis found that the City should:

1. Develop a wider historical context (e.g., increased recognition of Native Americans)
2. Understand the combinations of risks associated with displacement (e.g., housing, land use, and demographic displacement risks)
3. Develop an investment strategy that prioritizes investing in people and places that need stabilizing first, rather than centering distribution by population (e.g., focus on population and people and affordable housing)
4. Establish an equitable approach to population growth (e.g., improving lives of marginalized populations, racial equity and social justice lens, applying targeted universalism, health equity, multimodal transportation)
5. Take a regional approach to population growth and housing
6. Consider public health equity with displacement risks
7. Deepen equity considerations within community engagement

The full report is adopted by reference as part of the Housing Element as Appendix E.

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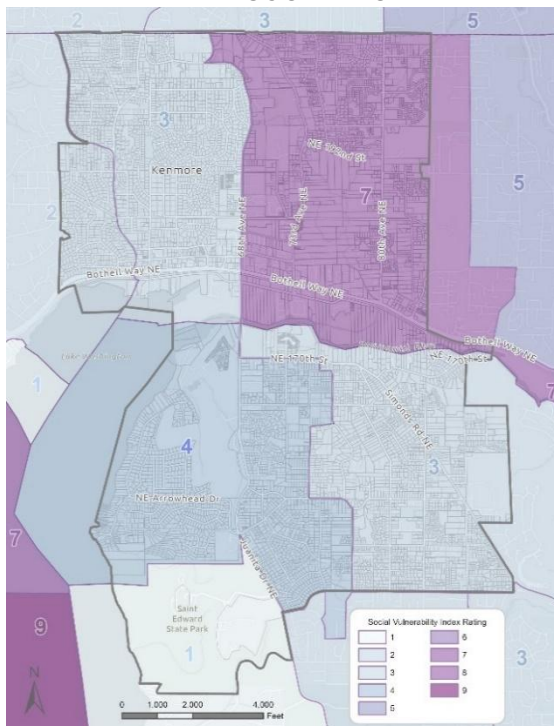
In addition to the equity analysis, the City collaborated with ARCH and Eastside for All (EFA), a nonprofit organization founded in 2019 to advance racial equity and social justice in East King County. EFA organizes and mobilizes communities of color and immigrant communities who are most impacted by racial disparities and inequities. The report of the process is adopted by reference as part of the Housing Element as Appendix F.

Displacement Risk

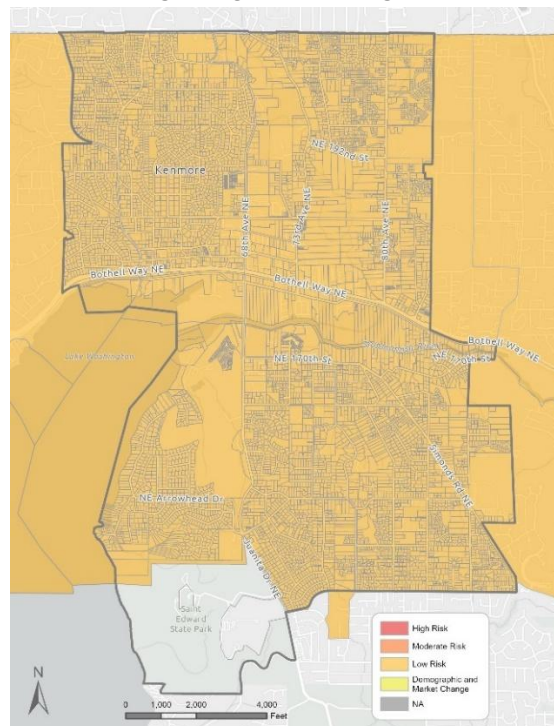
The impact of racially exclusive and discriminatory land use and housing practices can be seen when analyzing changing demographic population patterns. Puget Sound Regional Council (PSRC) has developed a “displacement risk mapping tool” to identify areas in the region where current residents and businesses are at risk of displacement as growth occurs. The mapping tool uses a variety of indicators across five major categories, including socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement. No census tract in Kenmore was identified as a “high” displacement risk. Two tracts, both of which overlap with the City of Bothell to the east, identify as “moderate” displacement risk. This area is located east of 68th Avenue NE and north of Bothell Way/SR-522.⁸

Figures H-14 and H-15 identify the socioeconomic vulnerability index and displacement risk within the City of Kenmore.

FIGURES H-14 and H-15
SOCIAL VULNERABILITY INDEX AND DISPLACEMENT RISK



Source: City of Kenmore GIS, WA State Dept. of Health



Source: WA Department of Commerce, US Census

⁸ While there are no Census tracts (which is a broadly defined area) that have a high displacement risk, there is possibility that some Census blocks may have a higher or lower displacement risk. For example, the Census blocks which include the city's mobile home communities have a higher displacement risk than other Census blocks due to a number of possible factors, including the land being privately-owned and the potential of the land being sold.

[REDACTED] = PROPOSED AMENDMENTS
Housing for Vulnerable Populations⁹

Currently, Kenmore has very limited housing for people who need emergency shelters, transitional housing, emergency housing, and permanent supportive housing (“STEP”¹⁰), particularly for the elderly, persons with disabilities, persons with medical conditions, individuals with physical disabilities, and those who are unhoused or facing eviction in Kenmore.

Emergency housing and shelters both provide temporary services, whereas emergency housing provides overnight accommodation and shelters may not. Permanent supportive housing is a long-term housing option for those who need comprehensive support services to retain tenancy. As of 2024, Kenmore Place, a transitional shelter operated by Hopelink, is located in Kenmore.

An estimated 2.6 percent of the people in Kenmore are over the age of 80 years. Supplemental Security Income supports people with disabilities in about two percent of Kenmore households.

Kenmore has one licensed assisted living facility (boarding home) with 100 beds and 26 licensed adult family homes with 150 beds. Adult family home residents include elderly people, individuals with limited mobility (use of wheelchair), developmental disabilities, mental illness, diabetes, terminal illnesses, brain injury, and those recovering from strokes. The number of persons living in supported living situations (i.e., group quarters) has increased 35% since 2010, a somewhat lower rate than the growth across east King County (44 percent). The closest nursing home to Kenmore is in Bothell. Bothell Health Care (707 228th St. SW) nursing home has 99 beds.

Income- and Price-Restricted Housing

Land Use and Tax Incentives

The City of Kenmore has a number of voluntary incentive programs to support housing developers who commit to setting aside some of the homes in their properties to be affordable for income-eligible households. At this writing, one property (Spencer 68) does so, as a result of the city’s purchase and resale of a disused Metro park-and-ride lot.

	Apartments
50% AMI	5
85% AMI	51
Market Rate	166

Spencer 68 Apartments benefits from an exemption from property taxation on their buildings (not the land) for 12 years—through 2029—and, in exchange, reserves 56 affordable units for the life of the property.

⁹ Vulnerable populations, as defined by RCW 70A.02.010, means (a) population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms due to : (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher hospitalization. (b) “Vulnerable populations” includes but is not limited to: (i) Racial or ethnic minorities; (ii) Low-income populations; (iii) Populations disproportionately impacted by environmental harms; and (iv) Populations of workers experiencing environmental harms.

¹⁰ STEP housing, as defined by Department of Commerce is a combination of emergency shelters, transitional housing, emergency housing, and permanent supportive housing.

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Affordable housing requirements and tax incentives are offered in the transit-oriented district around the current park-and-ride facility on SR-522, and density requirements are in place for the Downtown Commercial zoning district. Density incentives are provided in the Neighborhood Business (NB) zone and in most other zones through the Residential Density Incentives program.

Public and other Funding Programs

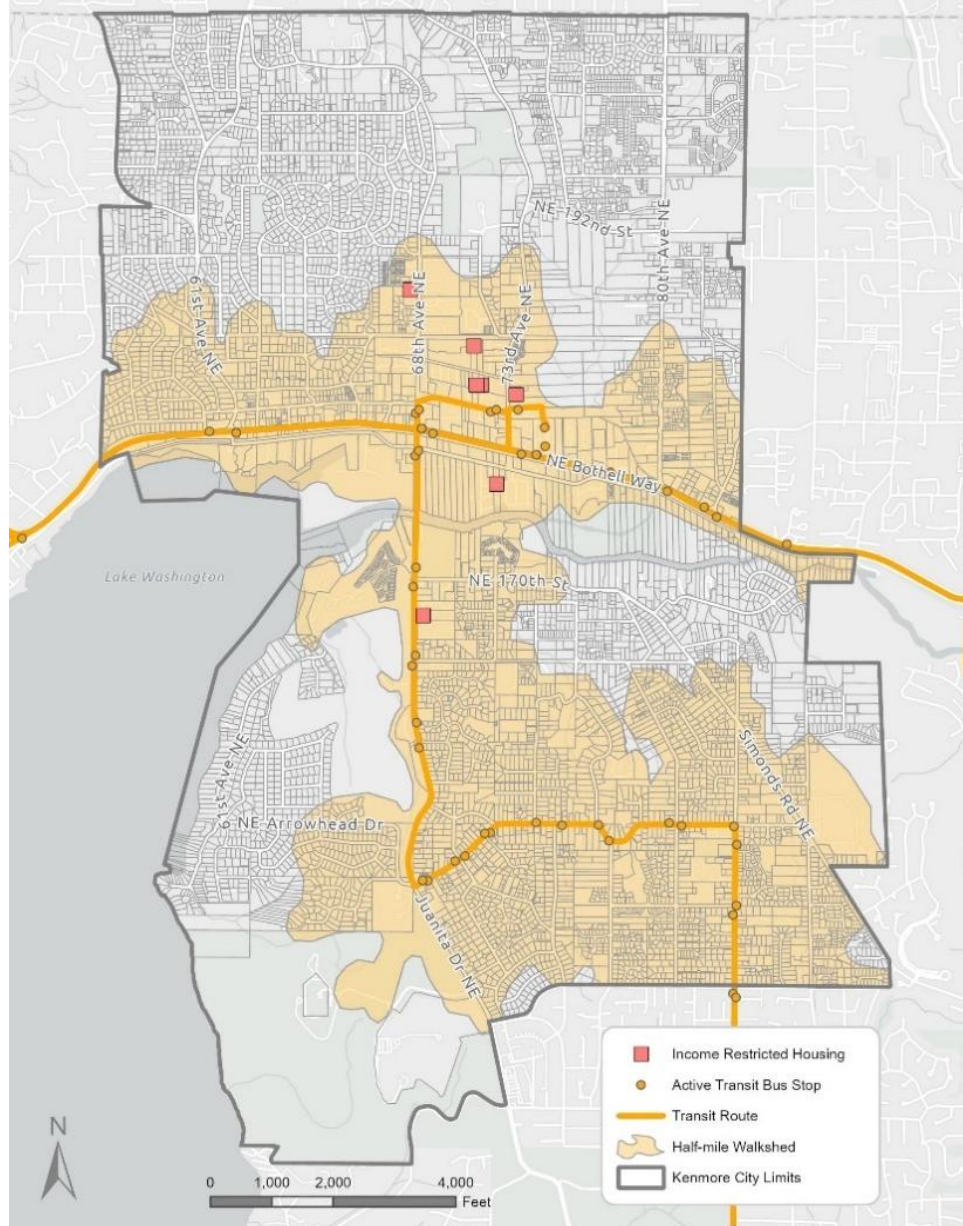
A variety of publicly assisted rental housing is available in Kenmore, including:

Name	Owner	Population Served	Units or Beds
Copper Lantern	Low Income Housing Institute	Families	21
Green Leaf Apartments	King County Housing Authority	Families	27
Harbour Villa Apartments	King County Housing Authority	Seniors & Disabilities	5
Heron Landing	Downtown Action to Save Housing	Seniors	50
Heron Run	Kenmore Family Associates	Families	40
Northwood Apartments	King County Housing Authority	Seniors & Disabilities	34
Kenmore Place	Hopelink	Families	9

Source: City of Kenmore

All of these income- and price-restricted housing units are located within a half mile of transit service (see Figure H-16)

**FIGURE H-16
INCOME RESTRICTED HOUSING WITHIN HALF MILE OF WALKSHED OF TRANSIT**



Source: City of Kenmore GIS

In addition, the Housing Authority operates a voucher program (Housing Choice Vouchers) for the rental of privately held units. This federal program currently assists approximately 122 Kenmore households with rental subsidies. Lower income tenants in the City of Kenmore may also apply for emergency funding from King County in the event they are faced with eviction due to nonpayment of rent. This assistance is available through the Multi-Service Center of Northeast King County.

Housing for the Homeless

Although Kenmore-specific information is not available, the 2020 Point in Time Count of the homeless found that there were 204 sheltered homeless individuals and 56 unsheltered homeless individuals (living on the streets) in north King County, which includes Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville.

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Two facilities in Kenmore provide or have recently provided temporary shelter. In 2018 and 2021, Camp United We Stand located at Northlake Lutheran Church (6620 NE 185th Street) and provided shelter for about 40 men, women and couples without children. Hopelink's Kenmore Place shelter also provides temporary housing. Mary's Place (18118 73rd Ave NE) provided emergency family shelter for several years but the facility closed June 2024.

Lake City Partners plan to open a new senior women's shelter in Kenmore in late 2024/early 2025. This facility will provide temporary shelter as well as a comprehensive pathway to stability and sustainable housing.

The establishment of the King County Regional Homelessness Authority in 2021 should help refine information on the homeless population in Kenmore and begin to address homelessness county-wide.

Faith organizations in Kenmore have provided temporary shelter in the past, but also present opportunities for the provision of affordable housing units. As these organizations are considering how to utilize their properties, including excess land or parking areas, there may be future opportunities to accommodate affordable housing, especially for those households earning 50 percent AMI or below.

ADEQUATE PROVISIONS FOR HOUSING

RCW 36.70A.070 and RCW 36.70A.070(2)(d) requires that cities document in their housing element adequate provisions for existing and projected housing needs for all economic segments of the community, including:

- i. Incorporating consideration for low, very low, extremely low, and moderate-income households;
- ii. Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
- iii. Consideration of housing locations in relation to employment location; and
- iv. Consideration of the role of accessory dwelling units (ADUs) in meeting housing needs.

As part of the Comprehensive Plan update, an analysis to identify adequate provisions must be conducted. However, actions to "make adequate provisions" may be implemented after the plan's adoption. The City must submit a report to the Washington State Department of Commerce five years after the adoption of the Comprehensive Plan (2029), detailing progress in implementing the Comprehensive Plan. This report, as outlined in RCW 36.70A.130, will include updates on housing element implementation and permitting timelines. This section summarizes the analysis of adequate provisions conducted by the City.

Historic and Target Housing Production

A comparison of the historic rate of housing production to the rate of housing production needed to meet housing targets by income band for low- and moderate-income households is shown in Figures H-J below. Using the City's permit data and PSRC's Income-Restricted Housing Inventory, income levels are correlated with housing types based on the analysis for housing prices affordable to various income levels in Kenmore. As shown below, there is an overall barrier to production of low- or moderate income units in Kenmore.

**TABLE H-J
HISTORIC AND TARGET HOUSING PRODUCTION TRENDS IN KENMORE**

Income Level (%AMI)	Projected Housing Need (2020-44)	Housing Types	Annual Unit Production Needed	Aggregated housing need (2020-24)	Historic Average Annual Production (2014-24)	Barrier Exists?
Emergency Housing/Shelter	587	Emergency housing/shelter	23	587	0	Yes
0-30 PSH	559	Low- and mid-rise (walk-ups up to 3 stories, apartments, condos)	22	2,498	27 units	Yes
0-30 Non PSH	1,063		43			
>30-50%	483		19			
>50-80%	393		16			
>80-100%	75	Moderate density(townhomes, duplex, triplex, 4-plex, ADU)	3	160	16 units	No
>100-120%	85		3			
>120%	412	Single-family	17	412	51 units	No

Source: City of Kenmore, PSRC Income-Restricted Housing Inventory

Consideration of Housing for All Income Levels

The GMA mandates that the City must plan for an accommodate housing needs across all income levels. These needs are specified in housing growth targets by income level, provided by King County, and documented in the Countywide Planning Policies(CPPs). These targets are outlined in the previous section. The Comprehensive Plan must demonstrate adequate land capacity to meet housing needs at each affordability level. Additionally, the City must identify barriers to housing production at each affordability level and outline adequate provisions to address these barriers within the Comprehensive Plan.

Actions to Achieve Housing Availability and Affordability

As identified in the Land Capacity Analysis summary above, the City is able to meet its assigned growth targets. However, there are a number of actions, listed below in Table H-K, that outline recommended actions for the City to address barriers to housing production and increase the likelihood of meeting the housing needs of all income levels over the next 20 years. Implementing these actions will likely take several years. While there are no specific actions needed to be taken before the adoption of this Plan, the following section highlights actions that that should be prioritized for implementation after the plan's adoption.

**TABLE H-K
HOUSING PRODUCTION BARRIERS & PROPOSED ACTIONS**

Barrier	Housing Types	Proposed Action
Regulations and permit process for Shelters, Transitional Housing, Emergency Housing and Permanent Supportive Housing (STEP)	STEP Housing	Review and amend zoning regulations and permit process for STEP housing using the Department of Commerce guidance
Building/Energy Codes	All housing types. Affordable (income restricted) housing	Review recent building code updates & energy code requirements make building more costly. Review codes to explore options for cost reductions in particular for affordable (income restricted) housing.
Permit Fees/Impact Fees	Accessory Dwelling Units and affordable housing	Review and amend permit fees/impact fees for ADU's and affordable (income restricted) housing projects to provide exemptions and/or reduced fees. Coordinate with the school district on regulations that exempt affordable (income restricted) housing from school impact fees.
Utility Connection Fees	Accessory Dwelling Units and affordable housing	Coordination with utility providers on options for reducing connection fees particularly for ADU's and also affordable (income restricted) housing project.
Affordable Housing Funding Gap	Affordable housing	Review Multi-Family Tax Exemption (MFTE) regulations and consider expanding to other areas of the City. Review inclusionary zoning requirements and consider expanding to other areas of the City.
High minimum lot sizes	Duplexes, triplexes, townhomes	Consider decreasing minimum lot sizes from 7,200 to 5,000 ft ² in R-4 zones
Low maximum density	Duplexes, triplexes, townhomes	Consider increasing maximum density in R-1 zone to 4 units per lot and 8 units per lot in R-6
Building heights	Low- to mid-rise	Consider increasing maximum heights in Downtown Residential & Commercial, and Urban Corridor and Residential zones
Parking requirements	All middle housing and multi-family types	Consider reducing parking requirements citywide

Source: City of Kenmore

SUMMARY OF LOCAL HOUSING STRATEGIES

The city has acted in several areas to address local housing needs. These include:

- In 2003, the city rezoned a former Park and Ride site on 68th Avenue NE to enable a multifamily development, with a requirement that 25 percent of the units address local affordable housing needs.
- The city has been an ongoing member of ARCH. Through the ARCH Trust Fund process, the city has regularly committed local funds for affordable housing projects in Kenmore and throughout the region, assisting with nearly 100 units affordable to lower-income households.
- Through participation in the countywide CDBG Consortium, local homeowners receive Housing Repair loans (9 applications in 2021).
- In 2015, the city adopted increased density allowances in the Transit Oriented Development District Overlay Area with requirements for including affordable housing in new development. Regulations were amended in 2022 with a requirement that twenty-five percent of units must be affordable to those at the 50% AMI level or below for rental units or 80% AMI for ownership units.
- In 2017, the city approved a Housing Strategy Plan identifying potential strategies to address affordable housing needs and prioritizing them for future consideration.
- In 2019, the city:
 - rezoned the City's manufactured housing communities in order to preserve existing affordable housing in those communities. The adopting ordinance was appealed and as of July 2024, the appeal has not been resolved.
 - amended zoning for portions of the Community Business zoning district, including incentives for development of affordable housing.
 - expanded the area eligible for a Multifamily Tax Exemption to the Transit-Oriented Development District.
- In 2020 the City adopted regulations to allow flexible re-use of tax-exempt or publicly owned sites through a special process to increase housing supply and enable more diverse forms of housing if linked to providing some affordable housing.
- The City has adopted several residential renter protection regulations. In 2019, the city adopted an enhanced notice of rent increase. From March 20, 2021, through January 15, 2022, the city adopted a temporary moratorium on residential tenant evictions related to the Covid-19 pandemic. In June 2021, the City adopted four renter protections that remained in place through the Washington State and City of Kenmore declared emergency related to the Covid-19 pandemic:
 - Creates a defense to eviction for rental debt accrued due to pandemic-related hardship.
 - Creates a defense to eviction if a tenant has a rental assistance application in process.
 - Bans late fees for rent that became due during the pandemic.
 - Requires landlords to certify that they have attempted to obtain rental assistance before filing for eviction due to unpaid rent accrued during the pandemic.
- In 2021, the city:
 - created a reduced permit review process for projects containing affordable housing.
- In 2022 the City adopted additional residential tenant protections. Tenant protections adopted included:
 - Notice of rent increase required
 - Cap on late fees
 - Cap on move in fee
 - Right to Payment Plan
 - Just cause eviction program
 - Criminal background checks prohibited

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- Bars discrimination due to immigration status
 - Bars requirement of social security number
 - Bans abusive, deceptive, and unfair practices in rental housing
 - Rent due date may be altered due to tenant's fixed income
- In 2023 the tenant protection ordinances were appealed. In September 2024, the City Council adopted Ordinance 24-0604 Amending Chapter 8.55 KMC, Tenant Protections.¹¹
- The Approach at Kenmore, a proposed multifamily rental and ownership building, will provide an affordable housing option for families in the downtown Kenmore area. Habitat for Humanity SKKC will create 20 affordable for-sale units, while Imagine Housing will operate the rental units and will partner with a complementary community service partner to provide access to essential services for on-site residents and the broader community.

¹¹ Ordinance 24-0604, Amending Chapter 8.55 KMC, Tenant Protections. This ordinance repealed Section 8.55.075 KMC, Just cause for landlord's eviction, and Section 8.55.078, Unfair or abusive acts by landlords prohibited.

RESIDENTIAL NEIGHBORHOODS

GOAL H-1 *PROMOTE AND MAINTAIN STRONG, DIVERSE, EQUITABLE, AND INCLUSIVE RESIDENTIAL NEIGHBORHOODS.*

OBJECTIVE H-1.1 Encourage repair and maintenance of existing housing.

- Policy H-1.1.1 Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.
- Policy H-1.1.2 Provide regular and appropriate levels of investment in transportation, pedestrian safety, surface water, and parks maintenance and improvements within residential neighborhoods, consistent with the City's capital improvement priorities. Encourage special districts to provide services and maintain infrastructure within residential neighborhoods consistent with adopted service and capital improvement plans.
- Policy H-1.1.3 Cooperate with King County, utility providers, or other agencies, promote the use of weatherization programs in existing housing.
- Policy H-1.1.4 Consider modifications to existing development standards or development incentives which make the development of middle housing types and ADUs more feasible when maintaining existing housing on single-family lots.
- Policy H-1.1.5 Allow for and encourage the development of small houses on small lots to provide diverse housing options, promote neighborhood housing diversity, promote housing affordability, and minimize environmental impacts by through more sustainable development (e.g., reduction of land consumption, energy use, and materials).
- Policy H-1.1.6 Encourage homeowners to take advantage of existing programs and resources to maintain and preserve their homes.
- Policy H-1.1.7 Encourage the preservation and repurposing of existing housing, including demolition when practical.
- Policy H-1.1.8 Implement minimum property maintenance requirements to ensure the safety and livability of existing housing stock.

OBJECTIVE H-1.2 Support housing stability through tenant protections for renters.

- Policy H-1.2.1 Implement tenant protections that increase housing stability such as notice of rent increase and just cause eviction for tenants on termed leases.

OBJECTIVE H-1.3 Prioritize and pursue social justice and equity in housing policies, regulations, and programs when considering zoning changes or capital projects. In particular consider impacts on marginalized people, with a particular focus on Black, Indigenous, and People of Color (BIPOC) communities.

Policy H-1.3.1 Support policies, practices, and programming that promote and retain diversity, and ensure equity and inclusion in Kenmore.

Policy H-1.3.2 Actively mitigate displacement risks and enhance opportunities for affordable housing through preservation and displacement prevention strategies.

- Provide relocation assistance to low- and moderate-income households facing displacement due to condemnation or redevelopment.
- Develop strategies to preserve manufactured housing communities at risk of redevelopment.
- Strengthen protections and support for low-income renters and renters with disabilities.
- Implement anti-displacement measures before or alongside development capacity increases or capital investments.
- Identify and secure funding for anti-displacement tools and programs. (Futurewise recommendation)

Policy H-1.3.3 Foster equitable outcomes by collaborating with communities most affected by past and present racially exclusive land use and housing practices.

- Address Historical and Current Harms: Identify and implement targeted actions to address the negative impacts of past and present racially exclusive land use and housing practices on Black, Indigenous, and People of Color (BIPOC) households.
- Partner with Disproportionately Impacted Communities: Collaborate with community-based organizations and BIPOC individuals, especially those with extremely low incomes, to ensure their meaningful participation in housing policy development and implementation.
- Promote Anti-Displacement and Opportunity: Support anti-displacement efforts, increase access to opportunities, and promote wealth building within BIPOC communities.
- Center BIPOC Needs and Solutions: Develop, implement, and monitor strategies that prioritize the needs and solutions articulated by disproportionately impacted populations.
- Ensure Fair Housing Practices: Collaborate with local agencies and partners to establish processes that ensure fair housing laws and best practices are upheld.

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Policy H-1.3.4 Partner with historically marginalized communities disproportionately affected by past and present racial housing and land use disparities to create equitable opportunities. Work closely with communities that have experienced the negative impacts of racially exclusive land use and housing policies to promote fairness and equity.

Policy H-1.3.5 Identify and eliminate barriers that prevent equal access to housing and neighborhood opportunities for people of all races and backgrounds.

Policy H-1.3.6 Track progress in reducing racial and other inequalities in housing and neighborhood options. Identify controllable factors within Kenmore that contribute to disparities and take corrective actions.

Policy H-1.3.7 Ensure that land use, zoning, and regulatory frameworks facilitate the effective operation of human services, shelters, permanent supportive housing, and emergency housing.

Policy H-1.3.8 Support affordable housing development on city-owned and faith-based properties through regulations allowing for affordable housing as an accessory use and density bonuses.

OBJECTIVE H-1.4 Promote safe, physically accessible, well maintained, and well-designed residential environments with associated open spaces.

Policy H-1.4.1 Encourage housing design and development that promotes public safety including “Crime Prevention through Environmental Design” components as described in the Community Design Sub-Element.

Policy H-1.4.2 Ensure development regulations address accessible housing and transportation services. Residential structures as well as physical improvements, such as parking, streets, and sidewalks, should allow for mobility and accessibility by all residents, including the elderly and persons with disabilities, consistent with the Transportation Element. Promote awareness of Universal Design improvements that increase housing accessibility.

Policy H-1.4.3 Support well-maintained neighborhoods through an active code enforcement program.

Policy H-1.4.4 Prepare and implement development and design standards that further the community vision consistent with Land Use and Community Design Element goals and policies.

Policy H-1.4.5 Encourage energy and water efficiency in existing and new housing developments, as addressed in the Utilities Element.

Policy H-1.4.6 Ensure adequate setbacks, landscaping, and buffering are required between housing developments of significantly differing densities and between housing and commercial areas.

Policy H-1.4.7 Ensure critical area regulations protect environmentally sensitive areas and that the regulations are fully implemented. Restrict intrusion into sensitive areas by nearby residents and visitors.

- Policy H-1.4.8 Encourage cluster residential development along with open space, to protect and preserve environmentally sensitive areas.
- Policy H-1.4.9 Plan for residential neighborhoods that promote the health and well-being of all residents by supporting active living and by reducing exposure to harmful conditions.
- Policy H-1.4.10 Implement energy-efficient housing standards that incorporates renewable energy sources like solar and wind power to maximize sustainability.
- Policy H-1.4.11 Encourage home renovations that prioritize resilience, energy efficiency, and indoor air quality, helping to mitigate the impacts of natural disasters and climate change.
- Policy H-1.4.12 Promote the use of durable, low-maintenance building materials, high-efficiency energy systems, and low-impact development techniques to reduce housing lifecycle costs and align with the City's Climate Action Plan.
- Policy H-1.4.13 Encourage the remediation of older homes to eliminate potential health hazards, including lead-based paint, asbestos, and other harmful materials.
- Policy H-1.4.14 Encourage the repurposing of non-residential buildings for residential use.
- Policy H-1.4.15 Develop design guidelines, standards, or other measures to achieve the following benefits:
- a. Promote compatibility between new and existing housing.
 - b. Connect multifamily developments with surrounding neighborhoods to enhance community cohesion.
 - c. Facilitate the integration of attached and detached accessory dwelling units into residential areas.

GOAL H-2 ***PROVIDE HOUSING OPPORTUNITIES AND ZONE SUFFICIENT LAND IN KENMORE TO ACCOMMODATE PROJECTED HOUSING NEEDS FOR VULNERABLE POPULATIONS.***

OBJECTIVE H-2.1 **Provide opportunities for the development of short-term and permanent housing for vulnerable populations.**

- Policy H-2.1.1 Allow opportunities for assisted housing, for people with vulnerable populations, by:
- a. Permitting group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision in accordance with state and federal laws; and,
 - b. Encouraging developers and owners of assisted housing units to undertake activities to establish and maintain positive relationships with neighbors. Encourage neighbors to similarly maintain those

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relationships.

Policy H-2.1.2	Ensure that group home providers have received appropriate licenses from federal or state agencies where appropriate.
Policy H-2.1.3	Support housing options and services that enable seniors to stay in their homes or neighborhoods.
Policy H-2.1.4	Allow housing for vulnerable populations throughout the city.
Policy H-2.1.5	Partner with public and private agencies to provide housing for seniors, people with disabilities, domestic violence victims, and homeless individuals and families.
Policy H-2.1.6	Develop or modify codes and ordinances to allow for a continuum of care and housing opportunities for vulnerable populations.
Policy H-2.1.7	Encourage the creation, renovation, and modification of housing that is accessible to vulnerable populations, using building and site plan codes.
Policy H-2.1.8	Provide incentives to encourage developers to dedicate a portion of new housing projects to vulnerable populations.
Policy H-2.1.9	Facilitate the acquisition of grants and loans for housing for vulnerable populations by agencies, developers, and nonprofits.
OBJECTIVE H-2.2	Support and promote community facilities and programs that are important to the safety, health, and social needs of residents.
Policy H-2.2.1	Increase coordination among providers of social, health, counseling, and other services to individuals, families, children, and persons with special needs including senior citizens, persons with physical or mental disabilities, persons with terminal illness, or other special needs.
Policy H-2.2.2	Work with transit and transportation providers to increase access between special needs housing and community facilities and programs in Kenmore or the Northshore area.
Policy H-2.2.3	Support the location of social, recreational, health, safety, and other services in Kenmore to serve people with special needs.
Policy H-2.2.4	Support efforts by providers of social, health, counseling, and other services to assist newly arrived immigrant populations.
Policy H-2.2.5	Support a range of housing options and services to help homeless persons and families stay sheltered.
Policy H-2.2.6	Work with other jurisdictions, the Regional Homelessness Authority, and health and social service organizations to develop a coordinated, regional approach to homelessness.
Policy H-2.2.7	Continue to support the creation of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs

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- and the homeless. Place a strong emphasis on transitioning individuals into permanent housing as soon as possible.
- Policy H-2.2.8 Promote, assist, and support social and health service organizations that provide housing programs for vulnerable populations.
- Policy H-2.2.9 Foster and maintain partnerships that have proven effective in reducing homelessness, preventing homelessness, and assisting chronically homeless individuals with necessary care.
- Policy H-2.2.10 Support the creation of public and private housing and services for the homeless population in North King County, offering both short-term and long-term solutions.
- Policy H-2.2.11 Support the development of a comprehensive network of emergency shelters for homeless and at-risk populations, including families with children, childless adults, unaccompanied youth, and victims of sexual and domestic violence.
- Policy H-2.2.12 Support a variety of housing options for older adults, including aging in place, assisted living, and age-restricted senior communities. Strategies include:
- a. Encourage the construction of new housing that is accessible and adaptable for older adults by following Universal Design and visitability standards.
 - b. Evaluate and update regulations to support a variety of housing options and permit accessibility modifications.
 - c. Encourage developers to create new senior-oriented residential options by offering incentives.
- Policy H-2.2.13 Support initiatives that enable older adults and people with disabilities to remain in their communities as their housing needs evolve, such as promoting universal design or retrofitting homes for long-term use.
- Policy H-2.2.14 Support the construction of age-friendly housing, prioritizing locations near essential services and amenities for seniors.
- Policy H-2.2.15 Advocate for a diverse range of senior housing options to accommodate varying income levels, including independent living, assisted living, and skilled nursing care. Prioritize expanding opportunities for seniors to reside in specialized housing.

RESIDENTIAL GROWTH

- GOAL H-3** ***PLAN APPROPRIATE LAND USE DESIGNATIONS AND ZONING CATEGORIES TO ACCOMMODATE PROJECTED HOUSEHOLD GROWTH.***
- OBJECTIVE H-3.1** **Plan for an adequate supply of land to accommodate projected household growth.**

- Policy H-3.1.1 Ensure zoning regulations accommodate a range of housing styles and types in appropriate locations, such as single-family detached dwellings, size-limited houses on smaller lots, duplexes, triplexes, cottage housing, townhouses, apartments, accessory dwellings, manufactured homes, and other types. Consider neighborhood compatibility as well as housing needs and surrounding environmental conditions when applying zones, land use, and development standards.
- Policy H-3.1.2 Ensure access to diverse housing options that cater to various household sizes, types, tenures, and income levels by implementing inclusive planning tools, regulations, and policies to boost housing supply and diversity citywide.
- Encourage the development of units suitable for large households or those with multiple bedrooms.
 - Eliminate regulatory obstacles that hinder housing diversity.
 - Promote a wide range of housing types through incentives and programs.
- Policy H-3.1.3 Expand allowed residential housing types in traditionally single family zoned areas to include six of nine approved housing types.
- Policy H-3.1.4 Consider developing a Permit Ready program for ADUs and middle housing types to decrease the barrier to middle housing development.
- Policy H-3.1.5 Coordinate with internal City departments and outside service providers/agencies to adequately plan for community services and facilities associated with the development of middle housing.
- Policy H-3.1.6 Permit indoor emergency shelters and housing in all zoning districts that allow hotels, which include Downtown Commercial (DC), Urban Corridor (UC), Waterfront Commercial (WC), and Regional Business (RB). Allow permanent supportive and transitional housing in all zones permitting residential dwellings or hotels.
- Policy H-3.1.7 Zone sufficient buildable land to accommodate Kenmore's projected housing need, meet allocated housing growth targets, and accommodate its allocated share of countywide future housing needs for moderate-, low-, very low-, and extremely low-income households as well as emergency housing and permanent supportive housing.
- Policy H-3.1.8 Ensure regulations, incentives, programs, and other city tools foster the creation of accessible, healthy, and safe housing.
- Policy H-3.1.9 Explore the feasibility of developing tiny houses in specific neighborhoods within the city.
- Policy H-3.1.10 Support the development of residential housing on infill sites, promoting increased density in designated areas.

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Policy H-3.1.11 Promote the development of neighborhoods throughout the city which support affordable housing options and abundant public spaces in a walkable urban setting.

Policy H-3.1.12 Pursue strategies and regulations that increase housing options for 0 to 80 percent of AMI households throughout Kenmore, particularly in historically single-family zones.

Policy H-3.1.13 Pursue strategies and regulations that increase the long-term supply of both market-rate affordable housing and cost-controlled income-restricted affordable housing.

OBJECTIVE H-3.2 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities consistent with its designation as a Countywide Growth Center.

Policy H-3.2.1 Develop mixed-use, higher density districts in Downtown Kenmore, meeting community goals to develop community identity, provide vital business and service opportunities, concentrate higher density housing close to high-capacity transit, and provide multi-modal transportation services and connections to those services.

Policy H-3.2.2 When higher densities are applied to residential and mixed use development in the Downtown, include requirements for the provision of affordable housing.

Policy H-3.2.3 Offer density bonuses and density transfers, where appropriate, to achieve a compact, vital Downtown, as well as meet environmental and affordable housing goals.

Policy H-3.2.4 Encourage property consolidation in the Downtown, through density bonuses or other incentives, to create mixed-use and multi-family developments that offer a range of site and community benefits such as private and public open spaces and plazas, structured parking, and other amenities.

Policy H-3.2.5 Address issues of diversity, equity and inclusion for historically marginalized groups when developing Kenmore's Countywide Growth Center approaches.

Policy H-3.2.6 East of Downtown, in the area of transit-supportive development near the Park and Ride, require long-term low-cost housing as a condition of development.

Policy H-3.2.7 Support the development of affordable and accessible housing in neighborhoods with convenient access to services and the rest of the community.

Policy H-3.2.8 Ensure that plans promote greater physical accessibility between housing, employment, transportation, recreation, daily-needs services, and educational uses.

- Policy H-3.2.9 Encourage and provide for mixed-use developments that include residential units above businesses.
- Policy H-3.2.10 Promote the development of residential housing in commercial and mixed-use areas, particularly those near public transportation.

HOUSING AFFORDABILITY

GOAL H-4 *MAKE ADEQUATE PROVISIONS FOR A PROPORTIONATE AMOUNT OF THE EXISTING AND PROJECTED COUNTYWIDE NEED FOR HOUSING AT ALL INCOME LEVELS.*

OBJECTIVE H-4.1 Encourage retention of the existing housing stock in Kenmore as a source of affordable housing.

- Policy H-4.1.1 Promote the use of housing rehabilitation assistance (from King County, for example) to lower-income homeowners and to landlords who rent to lower-income people.
- Policy H-4.1.2 Support the acquisition, rehabilitation, and preservation of existing affordable housing by agencies and organizations as an alternative to new construction.
- Policy H-4.1.3 Allow existing legally created duplexes, triplexes, and other medium-density housing types in the low and medium density residential classifications to continue without “nonconformance” limitations related to density, setbacks, height, or lot size.
- Policy H-4.1.4 Support preservation of and maintain existing manufactured housing communities.
- Policy H-4.1.5 When displacement is unavoidable, determine who is most likely to be harmed and ensure that the brunt of the impact is not carried by the same communities in Kenmore. Support relocation assistance and development of replacement housing where feasible, to help very low- and low-income households. For manufactured home parks in particular, consider a funding pool to assist low- and moderate-income residents in deteriorating and obsolete manufactured homes to find alternative housing in the community, or help to establish preferences in nearby housing for persons giving up their homes.
- Policy H-4.1.6 Consider affordable housing measures and incentives beyond those in RCW 36.70A.635(2)(a)¹² to promote additional affordable housing units in the

¹² RCW 36.70A.635(2)(a): To qualify for the additional units allowed under subsection (1) of this section, the applicant must commit to renting or selling the required number of units as affordable housing. The units must be maintained as affordable for a term of at least 50 years, and the property must satisfy that commitment, and all required affordability and income eligibility conditions adopted by the local government under this chapter. A city must require the applicant to record a covenant or deed restriction that ensures the continuing rental of units subject to these affordability requirements consistent with the conditions in chapter 84.14 RCW for a period of no less than 50 years. The covenant or deed restriction must also address criteria and policies to maintain public benefit if the property is converted to a use other than which continues to provide for permanently affordable housing.

City.

Policy H-4.1.7 Develop strategies to increase the sustained supply of affordable housing, including market-rate and income-restricted units.

Policy H-4.1.8 To prevent the loss of affordable housing, the City should collaborate with housing providers to identify and preserve subsidized units at risk of being converted to market-rate rents.

Policy H-4.1.9 Prioritize the preservation and creation of lower-cost housing in neighborhoods where redevelopment is most likely to occur, supporting initiatives that maintain affordability in these areas.

OBJECTIVE H-4.2 Adopt programs and regulations that support housing affordable to extremely low-, very low-, low-, and moderate-income households, comparable to the countywide need.¹³

Policy H-4.2.1 Support efforts of private developers, both for-profit and not-for-profit, to preserve or develop affordable housing, including housing with on-site services, for extremely low-, very low-, low- and moderate-income families. Consider the following roles for the City's active participation:

- a. Whenever possible, integrate affordable housing plans into proposals for development of publicly owned properties.
- b. Play a partnership role with nonprofit housing project sponsors by supporting applications for CDBG, HOME, and other Federal, State, or local funding sources for the projects.
- c. Enter into a long-term partnership with one or more nonprofit housing developers to identify sites and identify opportunities for public funding.
- d. Actively support affordable housing projects by expediting the permitting process, reducing development fees, or similar measures.
- e. Consider regulatory changes, including eliminating parking requirements within ¼ mile of major transit stops, , updating building codes to promote innovative, low-cost development, and expanding the Multifamily Tax Exemption (MFTE) program to support more affordable housing development.

Policy H-4.2.2 Participate in A Regional Coalition for Housing (ARCH) to help develop and preserve affordable housing in the community and region. Maintain data demonstrating the impact in the City of Kenmore and communicate the results to the community for continued understanding and support.

Policy H-4.2.3 Identify and catalogue real property owned by the City that is no longer required for its purposes and is suitable for the development of affordable housing for extremely low- to moderate income households.

¹³ See Countywide Planning Policies

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	Engage with community partners on how best to use these resources.
Policy H-4.2.4	Use local resources, as available, to leverage other public and private funding for the creation or preservation of affordable housing.
Policy H-4.2.5	Use density bonuses, inclusionary programs, and other methods with mixed-use and multi-family developments to provide housing affordable to extremely low- to moderate-income households.
Policy H-4.2.6	As part of any rezone that increases residential capacity, consider requiring that a portion of the new units be affordable to extremely low-, very low- or low-income households.
Policy H-4.2.7	Before implementing a new policy or regulation, consider how it will impact the cost to build a home.
Policy H-4.2.8	Focus on projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color (BIPOC) communities.
Policy H-4.2.9	Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops
Policy H-4.2.10	Collaborate with other organizations or entities to evaluate ways to address transitional homeless housing or provide an additional housing type.
Policy H-4.2.11	Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.
Policy H-4.2.12	Collaborate with other local governments directly and through membership associations (e.g., Puget Sound Regional Council) on regional housing strategies, especially related to providing extremely low- and very low-income housing.
Policy H-4.2.13	Partner to Address Deeply Affordable Housing ¹⁴ : • Identify and Leverage Existing Assets: Collaborate with public agencies, faith-based organizations, and nonprofits to identify suitable properties for affordable housing development. • Remove Barriers to Shelter: Eliminate obstacles that prevent faith institutions, community-based organizations, and nonprofits from hosting shelters. • Combine Public and Private Resources: Leverage both public and private funding to provide subsidies for deeply affordable housing.

¹⁴ Deeply Affordable Housing, as defined by Department of Commerce, is housing that is <50% AMI, and includes housing such as emergency shelters, emergency housing, transitional housing, and permanent supportive housing.

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- Prioritize Local and Regional Resources: Utilize local and regional funding sources and surplus property to support income-restricted housing.
- Invest in Land Acquisition: Allocate funds for acquiring land for affordable housing development.
- Support Alternative Homeownership Models: Encourage the use of innovative homeownership models, such as community land trusts and limited or shared equity co-ops, to increase affordability and accessibility.

Policy H-4.2.14	Support legislation and funding at the local, county, state, and federal levels that would promote the city's housing goals and policies.
Policy H-4.2.15	Develop meaningful, measurable targets and strategies to encourage the creation of affordable housing that meets local demands and monitor progress towards fulfilling these goals.
Policy H-4.2.16	Promote both rental and ownership options for affordable housing, encompassing a variety of types and sizes.
Policy H-4.2.17	Consider implementing a policy that requires a percentage of affordable housing units in new residential developments.
Policy H-4.2.18	Preserve and explore expanding regulatory incentives to promote the development and preservation of affordable ownership and rental housing, including density bonuses, reduced impact fees, expedited permits, or other methods.
Policy H-4.2.19	Consider offering incentives such as density bonuses, reduced parking requirements, and flexible design standards to developments that include a certain percentage of affordable units.
Policy H-4.2.20	Advocate for greater funding for affordable housing at the regional and state levels.
Policy H-4.2.21	Simplify the regulatory review and building permit process and evaluate the cost of infrastructure improvements and their impact on housing affordability.
OBJECTIVE H-4.3	Provide zoning and development standards that integrate affordable housing compatibly into the community.
Policy H-4.3.1	Allow designated manufactured homes built to state standards on single-family lots.
Policy H-4.3.2	Allow and accommodate accessory dwelling units in low and medium density residential districts.
Policy H-4.3.3	Pursue land use policies and regulations that:

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- a. Result in lower development costs without loss of adequate public review, environmental quality, or public safety; and,
 - b. Do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.
- Policy H-4.3.4 Promote the creation of diverse ownership housing opportunities in Kenmore, encompassing different styles, sizes, and affordability levels.
- Policy H-4.3.5 Provide residents, especially those in underserved populations, with information about affordable housing opportunities and first-time homeownership programs.
- Policy H-4.3.6 Consider the influence of transportation costs on housing affordability and accessibility of services and other opportunities when planning for housing development.
- Policy H-4.3.7 Develop affordable housing in various parts of the city, with a focus on areas with good access to transit, employment, education, and shopping.

HOUSING EQUITY

GOAL H-5 *ACKNOWLEDGE THE HISTORICAL INEQUITIES THAT LIMITED THE ABILITY OF ALL RESIDENTS TO LIVE IN THE NEIGHBORHOOD OF THEIR CHOICE AND WORK TO REDUCE DISPARITIES IN ACCESS TO NEIGHBORHOODS WITH GOOD SCHOOLS, PARKS, AND OTHER AMENITIES.*

- OBJECTIVE H-5.1 Promote fair housing for all persons regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.**
- Policy H-5.1.1 Utilize the City's Diversity, Equity and Inclusion (DEI) program to ensure that city housing policies, programs, regulations, or decisions do not result in housing discrimination.
 - Policy H-5.1.2 Work with the legislature, King County, or other agencies to authorize homeowners to easily remove discriminatory restrictive covenants from deeds and other property documents.
 - Policy H-5.1.3 Support use of housing choice vouchers in Kenmore.
 - Policy H-5.1.4 Consider environmental health in neighborhoods where affordable housing exists or is anticipated, and plan for environmentally healthy neighborhoods for all residents.
 - Policy H-5.1.5 Encourage existing housing providers and private lenders to conduct homebuyer education seminars for potential first-time homebuyers, including outreach to current renters to inform them about homeownership opportunities.

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IMPLEMENTATION STRATEGIES

To organize and carry out these goals, objectives and policies, as well as to prepare the City for the next Comprehensive Plan update, the City will undertake the following:

- Work with neighborhoods and historically underrepresented groups when new policies, plans or programs are proposed to ensure that their unique issues are considered.
- Adopt development standards for medium density residential housing types, such as duplexes, triplexes, and cottage housing.
- Adopt development standards for reduced minimum lot sizes with maximum house size restrictions in some low (R-6) and medium density classifications. When considering maximum house sizes for smaller houses on smaller lots, remain mindful of the needs of multigenerational and large families. Also consider open space needs and environmental protection, as well as accessory dwelling unit standards.
- Implement the Housing Strategy Plan and DEIA Strategic Plan.
- Maintain communications with, or participation in, regional agencies and projects.
- Monitor housing needs and supply over time, especially data that evaluates progress toward meeting a proportionate share of the countywide needs for affordable housing and improved access to opportunity for Black, Indigenous, and People of Color (BIPOC) communities. Reassess and adjust policies and regulations as necessary to achieve City goals.
- Cooperate on a regional basis towards economic diversification and land capacity monitoring.
- Evaluate and report results of the Strategy Plan and how the goals, objectives, and policies of this Housing Element have been achieved.
- Adopt development standards that encourage reduction of impervious surfaces, and evaluate opportunities for in kind or financial contributions for neighborhood sidewalks and/or stream protection plans.

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REFERENCES

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City of Kenmore (2023). City of Kenmore Comprehensive Plan Update – Equity Analysis and Recommendations.

Eastside for All (2023). Missing Middle Housing: Tell Your City – Engagement Report for A Regional Coalitions for Housing and East King County Partner Cities.

EMC Research (2024). City of Downtown Resident Survey.

ENDNOTES

This element contains several charts, graphs, and tables. Because of the variety of sources and release dates of the data, there may be underlying trends that are not available to us at publication of this element. Staff will continue to monitor data and trends and will update the element, as necessary.

LAND USE ELEMENT

INTRODUCTION

Purpose

The Land Use Element plays the central role of directing land use patterns and guiding land use decision-making. It provides the basis for housing, transportation, public service, utility, and capital facility plans. The primary objective of the Land Use Element is to create a harmonious and thriving community in Kenmore. It achieves this by preserving the community's distinct features and quality of life while accommodating growth, welcoming new residents, and ensuring easy navigation throughout the city. The Land Use Element serves as a guide for future development, determining suitable locations for various land uses, setting intensity levels for each use, identifying areas for open space preservation, parks, and recreational areas. Key emphases include supporting diversity, equity, and inclusion, addressing housing and job needs in the broader Puget Sound Region, promoting affordable housing options, and enhancing public access while continuing to protect natural areas.

Growth Management Act

The land use element is the central requirement in the Growth Management Act (GMA). It provides the basis for all the other required elements including housing, transportation, capital facilities, and utilities elements. These other elements rely on the future land use pattern and the population and housing accommodated by the land use pattern in determining needed improvements and strategies. The specific GMA requirements for the land use element include addressing:

- Distribution/location/extent of land uses: Agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses
- Population densities, building intensities, and estimates of future population growth
- Protection of the quality and quantity of ground water used for public water supplies
- Urban planning approaches that promote physical activity. In Kenmore, goals, objectives and policies related to this responsibility also are included in the Parks, Recreation and Open Space Element.
- Drainage, flooding, and stormwater runoff within and nearby the jurisdiction as well as guidance for corrective actions to mitigate or clean discharges to waters of the state. In Kenmore, goals, objectives, and policies related to this responsibility also are found in the Surface Water Element.

Although the GMA directs growth at urban densities to the Urban Growth Area (including

Kenmore), lower development densities may be used as a strategy to protect critical areas¹.

VISION 2050

VISION 2050 is a regional growth strategy prepared by the Puget Sound Regional Council (PSRC) addressing King, Kitsap, Pierce, and Snohomish Counties. VISION 2050 directs future development into the urban growth area, while focusing new housing and jobs in cities and within a limited number of designated regional growth centers. In VISION 2050, Kenmore is identified as a “High Capacity Transit Community,” which is described follows:

High Capacity Transit Communities include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities... As the region’s transit system grows, these 34 communities play an increasingly important role as hubs to accommodate regional employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

VISION 2050 calls for the High Capacity Transit Communities in King County to accommodate 11% of the County’s anticipated population growth and 6% of the anticipated employment growth between 2019 and 2044. Nine King County communities besides Kenmore (including some annexation areas) are designated as High Capacity Transit Communities, including Shoreline, Lake Forest Park and Woodinville.

The Multi-County Planning Policies required by the Growth Management Act are part of VISION 2050 and provide a common regionwide framework for countywide and local planning in the central Puget Sound region. Policies address regional collaboration, the regional growth strategy, the environment, climate change, development patterns, housing, economy, transportation, and public services. The policies reflect the commitment in the VISION 2050 vision statement to provide an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.”

Countywide Planning Policies

The 2021 King County Countywide Planning Policies (CPPs) define an Urban Growth Area within which urban development should occur. The City of Kenmore is included within the Urban Growth Area. The overall land use goal is that “growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.

Growth is to be focused within Regional Growth Centers such as Seattle’s Northgate and Kirkland’s Totem Lake areas. Countywide Growth Centers, including Kenmore, accommodate housing, employment and services in a compact form and at sufficient densities to support existing or planned high capacity transit service and to make efficient use of urban land. As in VISION 2050, Kenmore is identified as a “High Capacity Transit Community.”

¹ Designation and policies for the protection of critical areas including wetlands, fish, and wildlife habitat protection areas, frequently flooded areas, and geologically hazardous areas may be found in the Natural Environment and Shoreline Elements.

The CPPs contain goals and policies related to the environment, development patterns, housing, the economy, transportation, and public facilities and services. One of the guiding principles of the CPPs is, “centering social equity and health.”

Tribal Coordination

The City of Kenmore recognizes that a strong relationship with local Tribes is crucial to address issues of mutual concern and advancing in an environment respect and cooperation. The City is dedicated to supporting tribal initiatives aimed at fostering resilient and connected communities through regional collaboration and intergovernmental dialogue.

EXISTING CONDITIONS

History of Kenmore

Native Americans who lived in the Sammamish River Valley Area were known as the Simump Tribe. Local settlers called them the Squaks, a corruption of the word “Squowh.” According to historical accounts, approximately 200 Native Americans lived along Lake Sammamish or the Sammamish River Valley when white settlers arrived in the 1860s. Numerous arrowheads were found by early settlers at the mouth of the Sammamish River along Lake Washington.

Two hundred years ago, Native Americans were the only people living in what is now the Kenmore area. The Sts’ahp-absh (“people of the Sts’ahp”) or “Meanderers,” lived on the waterway that later became known as the Sammamish Slough (Sammamish River), which they called Sts’ahp (“crooked,” or “meandering”).

The Sts’ahp-absh village was located where the Sammamish Slough enters Lake Washington. One map shows the village near present-day Swamp Creek. The settlement was called Tl’awh-ah-dees (“something growing or sprouting”). Nearby was a spot that may have been a gathering place. It was called Stah-tahb-uhb (“many people talking”). Swamp Creek was Tuhth-q’ahb (“the bark of a seal”). Lake Washington was simply Hah-chu (“the lake”). Tl’awh-ah-dees was one of several sites along the slough that made up the winter quarters of the Sts’ahp-absh.

Beginning in the mid-1800s, abundant timber brought European settlers westward to Washington state, including the Kenmore area. A shingle mill was located at the northern end of Lake Washington at the turn of the 20th century. Rail lines, including the Lake Shore and Eastern trains went around Lake Washington along the route of today’s Burke Gilman Trail and was a major line serving Puget Sound logging areas. After completion of the brick road (now Bothell Way) in 1913-1914, restaurants sprang up in Kenmore. About the time of the completion of the brick road, Kenmore School District built its first school in 1914 on McMasters Street, now NE 181st Street.

After the end of logging and in the days after World War I, Kenmore’s population increased when Puget Mill sold a number of small tracts for residential use. The mill owners held much of the land in what is now Kenmore and when lots were put on the market, many homes were built north of what would be Bothell Way.

The area began to develop and increase its population in the early 1930s. This growth and development included restaurants, dance halls, and roadhouses along Bothell Way, and earned Kenmore a questionable reputation. The area was known as “Roadhouse Strip.”

In the 1940s several businesses, many still operating, were established and provided local employment. Continuing Kenmore’s connection to Lake Washington, in 1946 Bob Munro established Kenmore Air Harbor with one hangar and one two-seater aircraft.

Through much of the 20th century, Kenmore remained an unincorporated area of King County. On August 31, 1998, after a public vote, the City of Kenmore was incorporated.

Physical Setting

Kenmore is situated at the northern end of Lake Washington and the terminus of the Sammamish River. Similar to other Puget Sound lowlands, Kenmore has forested rolling hills and flatlands near bodies of water. Including Lake Washington and the Sammamish River, Swamp Creek is a major north-south waterbody. There are also several unnamed tributaries throughout the city.

Along State Route 522 (SR-522), a major east-west transportation corridor, lies a majority of the city’s commercial and industrial activity. North and south of the SR-522 are several residential neighborhoods that make up the majority of the population. There is some multi-family development located just north and south of 522.

Kenmore’s “downtown” is developing into the city’s cultural and civic center. There is City Hall, the Hangar, and Town Square, all of which developed between 2010-2020. More description about the downtown Kenmore is provided in the Downtown Element.

Historic Structures and Places

The King County Historic Preservation Program maintains an inventory of over 1,000 historic resources located throughout the County. Development proposals for resources listed on the inventory are circulated to the King County Historic Preservation Officer for review and comment. There are approximately 100 sites in Kenmore which are included in the 2010-2011 Historic Reconnaissance-Level Survey conducted by the King County Historic Preservation Program. Some are identified by King County as a landmark, while others are of significance but not formally identified yet as landmarks. One structure in Kenmore, St. Edward Seminary (The Lodge at St. Edward Park), is identified on the State of Washington Heritage Register and the National Register of Historic Places. Several of the more significant sites in Kenmore are identified on **Figure LU-1**. Kenmore sites of local significance are described more fully below.

TABLE LU-1: KENMORE SITES OF LOCAL SIGNIFICANCE

Name	Address	Local Landmark?
ł'axwadis (TI' awh-ah-dees) Park	7515 NE 175 th Street	
St. Edward Seminary (The Lodge at St. Edward State Park)	14477 Juanita Drive NE	Yes (also State and Nationally registered)
Charles Thomsen House	7330 NE 170 th Street	Yes
Kenmore Community Clubhouse	7304 NE 175 th Street	Yes
Inglewood Golf Course Clubhouse	6505 Inglewood Road NE	
St. Thomas Seminary (Bastyr University)	14500 Juanita Drive NE	
Kenmore Air Harbor House	6321 NE 175 th Street	
Northlake Lutheran Church ²	6620 NE 185 th Street	
Church of the Redeemer ³	6220 NE 181 st Street	
Aqua Club	18512 58 th Avenue NE	

ł'axwadis (TI' awh-ah-dees) Park (Native American site)⁴

In April of 2021, Kenmore City Council passed a unanimous motion to change the name of Squire's Landing Park to ł'axwadis (TI' awh-ah-dees), the name of the Lushootseed village previously located in or near present-day downtown Kenmore. ł'axwadis translates to "a place where something is grown or sprouts" and honors the Coast Salish People who originally inhabited the area, and the many Indigenous Peoples who still reside here.

St. Edward Seminary/Lodge at St. Edward State Park (Local, State, National register)

The St. Edward Seminary opened doors in 1931 as Washington State's first Catholic seminary for the education of diocesan priests. In the late 1930s, the school became the first fully accredited seminary in the United States. The building is a highly intact, large-scale example of the Late Romanesque Revival style and is the work of architect John Graham Sr. a prolific early 20th century architect in the Pacific Northwest whose most notable commissions in Seattle included the Space Needle, Frederick & Nelson Department Store, Dexter-Horton Building, and

² Local Example of Mid-Century Modern architecture

³ Local example of Mid-Century Modern architecture

⁴ Kenmore Heritage Society, <https://kenmoreheritagesociety.com/digital-collections/first-people-of-kenmore/>

the former Bon Marche building. After declining enrollment, the seminary and its surrounding land were sold in 1977 to the State of Washington to become Saint Edward State Park. Beginning in 2017, Daniels Real Estate rehabilitated and restored the seminary building which had been vacant and fallen into disrepair. The Lodge at St. Edward State Park opened in 2021.

The St. Edward Seminary is listed on the State of Washington Heritage Register and in the National Register of Historic Places. It was awarded local landmark status in 2018 at the same time the property was rehabilitated and restored into the Lodge at St. Edward State Park.

A 2010-2011 reconnaissance survey also identified many homes in the Uplake Terrace neighborhood that may be eligible for local landmark status as representative of Mid-Century Modern architecture. Additional historic surveys would identify potential landmarks in other neighborhoods of the City.

Charles Thomsen House (Local register)

The Charles M. Thomsen House was built in 1927 and was designated as a King County Landmark prior to Kenmore's incorporation in 1998. While the vast majority of Period Revival style residences in King County are located in Seattle, the handful of Period Revival homes in formerly rural, unincorporated areas of the County consist of variations of the English Cottage and Colonial Revival Styles. The Thomsen House is notable as it is the only known example of a rural residence constructed in the French Provincial Style and it is considered to be in good condition with many original features. The Charles Thomsen House may be eligible for the State of Washington Heritage Register or the National Register.

Kenmore Community Clubhouse (Local register)

The Kenmore Community Clubhouse was constructed in 1929-1930 for the Kenmore Community Club and was designated as a local landmark in 2015. The Landmarks Commission's landmark designation report states that the Clubhouse is a rare surviving building that exemplifies the importance of clubs and civic organizations in early to mid-20th century King County. The Clubhouse has served as a meeting space for a wide variety of organizations and activities, especially during the 1930s, 40s and 50s, and is still being used for its original purpose.

Inglewood Golf Course Clubhouse

The Inglewood Golf Club, one of the oldest clubs in the Pacific Northwest, opened in 1919. The clubhouse was constructed in 1926 and reflects a French Provincial influence. The building has been restored over the years, with the most recent remodel completed in 2018.

St. Thomas Seminary (Bastyr University)

The St. Thomas Seminary building was completed by the Diocese of Seattle in 1958, opening to educate theology and collegiate students. In 1977, the Diocese of Seattle sold the 316 acres on which the seminary sits, to the State of Washington for use as a state park. In 1996, the seminary and remaining 51 acres were purchased by Bastyr University.

Kenmore Air Harbor House

The Kenmore Air Harbor House dates back to the 1940s when the Bob Munro opened the air harbor. It continues to serve as a maintenance facility for Kenmore Air and general seaplane aviation.

Northlake Lutheran Church

Northlake Lutheran Church was founded in 1960, and the congregation hall opened in 1961, which continues to serve the Kenmore community.

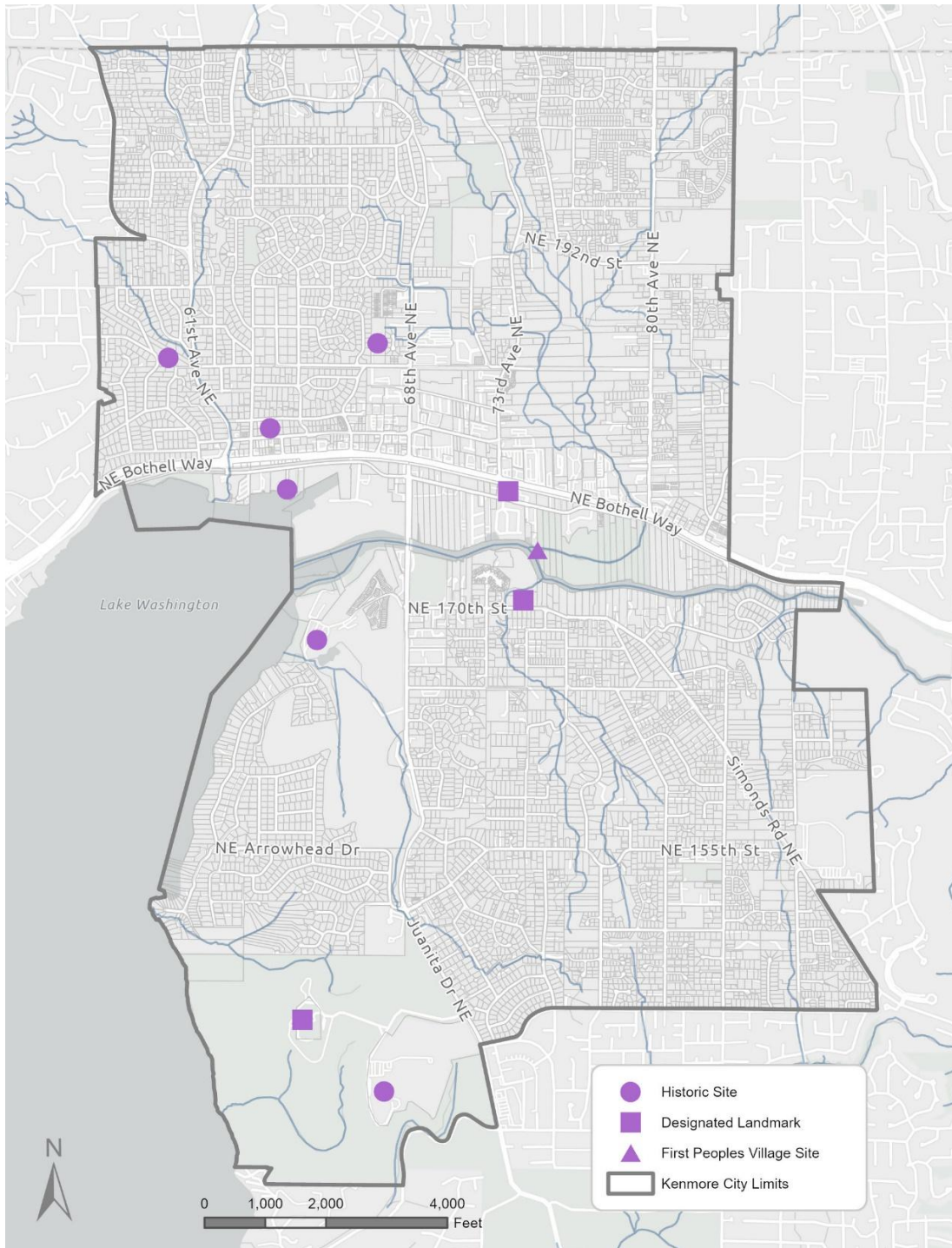
Church of the Redeemer

The Episcopal Church of the Redeemer was designed by Roland Terry, a renowned Northwest architect, who was most known for designing Canlis Restaurant in Seattle. The church opened in 1964 and is located near Bothell Way and 62nd Ave NE.

Aqua Club

The Aqua Club is a year-round private swim and tennis club located in the Uplake neighborhood of Kenmore, Washington, established in 1959. The Club, while private, offers various programs to the community. The Club also has a championship swim team, water polo, water aerobics, and both swim and tennis lessons.

FIGURE LU-1: HISTORICAL RESOURCES AND SITES INVENTORY



Source: City of Kenmore GIS

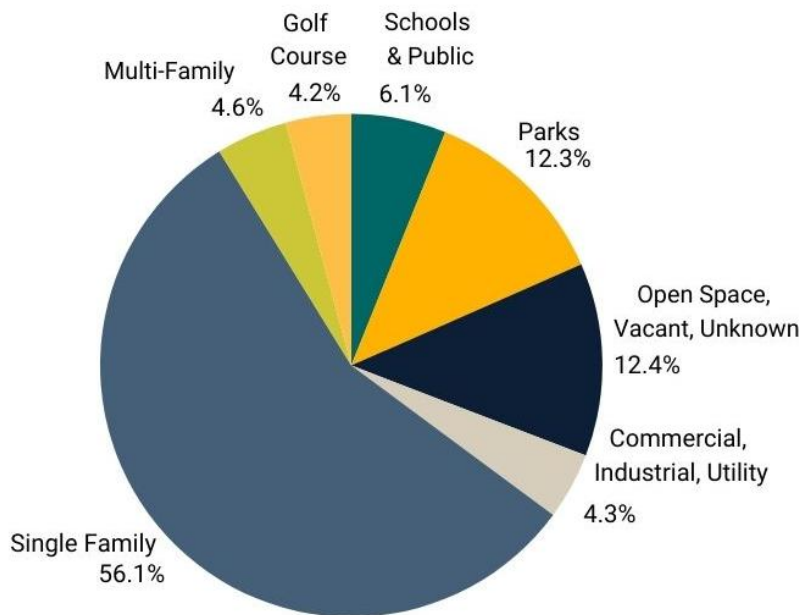
Land Use Patterns

This section analyzes existing land use patterns in the City of Kenmore. Both existing and planned land uses are addressed.

Existing Land Uses

The City of Kenmore boundaries encompass approximately 6.1 square miles of land. The City contains primarily single-family residential land uses, but also includes a variety of other uses as shown in **Figure LU-2**. Kenmore is largely a built-out community with a limited amount of unconstrained vacant land suitable for development, but with significant opportunities for redevelopment.

**FIGURE LU-2
KENMORE CITYWIDE LAND USE PATTERN**



CATEGORY	ACRES	PERCENT
Single-family	1908.7	56.1%
Multi-Family	155.8	4.6%
Commercial, Industrial, Utility	152.1	4.3%
Schools and Public	208.2	6.1%
Parks	423.0	12.3%
Golf Course	144.3	4.2%
Open Space/Tracts Vacant, Unknown	420	12.4%
TOTAL	3,412	100%

Note: Does not include rights-of-way

Source: King County Department of Assessments

Most of the Kenmore's single-family residential growth will occur on remaining vacant parcels, or as a result of infill development of partially developed properties. However, most of Kenmore's commercial growth would occur as redevelopment of developed lands.

Kenmore's Air Harbor

Founded in 1946, Kenmore's Air Harbor is a unique land use in the City. The seaplane base is located on a 5-acre property on the Lake Washington waterfront. With an average 20 single-engine seaplane fleet, it is America's largest seaplane harbor with air service provided daily to downtown Seattle, the San Juan Islands, and Canada. Along with passenger services, the Air Harbor also provides seaplane restoration and maintenance services. The Air Harbor also provides space for approximately 25 private seaplanes. During the peak summer months of July and August, the Air Harbor employs approximately 250 people.

FUTURE LAND USE

Figure LU-3, the Kenmore Land Use Map (provided later in this Chapter), shows the following development patterns in Kenmore:

- **Neighborhoods offering a variety of residential housing types and densities ranging from low-density residential areas to multi-family development.** A key concept of the Vision Statement is to support a diversity of housing types to provide accommodations affordable to all residents.
- **Concentration of commercial and business uses locations where they are currently located or in areas where compatibility can be ensured.** New commercial development would primarily occur in the form of redevelopment in Downtown and adjoining areas to minimize intrusion into predominantly residential neighborhoods and to effectively concentrate these uses where alternative transportation modes are or will be available. However, new opportunities for small-scale retail enterprises or services meeting the daily needs of residents may be located in neighborhoods if compatibility concerns are addressed.
- **Phasing out of heavy manufacturing and industrial uses in favor of mixed uses (commercial and residential) and clean light manufacturing.** Existing heavy manufacturing and industrial uses would be phased out over time through market and regulatory forces, and mixed uses and clean light manufacturing would replace them. New heavy manufacturing and industrial uses are prohibited.
- **Continued development of a vibrant downtown in Kenmore.** Kenmore is both a High Capacity Transit Community and a **Candidate** Countywide Growth Center. Downtown is central to this vision—providing a focal point for community growth and development, including centrally located multi-family and both mixed-use and standalone commercial development with access to high capacity transit, civic buildings such as City Hall, the Post Office, the Library, the Hangar and Town Square, and other amenities. For more specific details about Kenmore's downtown, see the Downtown Element.

- **Transit-oriented development including the Metro/Sound Transit Park and Ride.** This concentration of pedestrian-oriented mixed use residential development is at intensities that support and are supported by multi-modal transportation options, including bus rapid transit. Transit-oriented development reinforces Kenmore’s designation as a High Capacity Transit Community.
- **Retention of institutional uses including government, schools, and public park properties.** The purpose of this classification is to identify and retain key public and private institutional uses in the City, to promote master planning of facilities, and to prevent conversion of significant properties to other residential or commercial uses without benefit of the rezone process.

Development Capacity

Development capacity considers vacant, underdeveloped and redevelopable property. A relatively small portion (less than 5 percent) of the City’s land is vacant. Although some land is vacant due to property owner preferences, some is likely vacant due to environmental constraints such as wetlands, flood hazards, or steep slopes.

Partially vacant land, where perhaps one home is located on a large parcel that, according to zoning, could be further subdivided, is considered to be underdeveloped. Much of the City’s platting activity is now occurring on such larger, partially developed residential lots.

Redevelopment of developed properties also can occur in the future. However, it is usually difficult to achieve redevelopment of properties, particularly in a downtown context. Often parcels are small and under multiple ownerships. In order to create a viable project in the market, consolidation of properties is needed.

To determine future development capacity, vacant and partially developed lands were reviewed as part of the 2021 King County Urban Growth Capacity Report. The methodology for the jobs and housing capacity estimates is provided in that report.

The City’s 2019-2044 housing unit growth target established by the King County Countywide Planning Policies is 3,070 housing units. The adopted Land Use Plan would provide enough zoned capacity, and a more than sufficient market cushion, to exceed the 2044 housing unit target. Calculated residential capacity in 2021 was 4,135 dwelling units—a 1,065 unit surplus.

Jobs capacity also is greater than the City’s 3,200 jobs target, although not by much. The 2021 calculated jobs capacity was 3,881 jobs.

PLAN AMENDMENTS

The Growth Management Act recognizes that Comprehensive Plans are dynamic rather than static and should be evaluated regularly to ensure that they respond to changing needs of the community and respond to new Federal or State law. In accordance with the Growth Management Act, and Policy LU-2.1.5 of this Element, the City will allow for an amendment process to consider changes to the essential components of the Comprehensive Plan, including Goals, Objectives, and Policies.

The City is required to institute a public participation program identifying procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the City Council no more frequently than once every year, except that amendments may be considered more frequently under the following circumstances:

- The initial adoption of a subarea plan that does not modify the comprehensive plan policies and designations applicable to the subarea
- The adoption or amendment of a Shoreline Master Program under the procedures set forth in chapter 90.58 RCW
- The amendment of the Capital Facilities Element that occurs concurrently with the adoption or amendment of the City budget
- Amendments or revisions to the City’s comprehensive plan when an emergency exists or to resolve, if appropriate, an appeal of the Comprehensive Plan filed with the Growth Management Hearings Board or with the court.

Aside from the exceptions above, all proposals are to be considered by the City Council concurrently so the cumulative effect of the various proposals can be ascertained.

GOALS, OBJECTIVES, AND POLICIES

Following are the general land use goals, objectives and policies.

GOAL LU-1 *ENHANCE KENMORE’S QUALITY OF LIFE AS A PLACE FOR A DIVERSE RANGE OF RESIDENTS TO LIVE, RAISE CHILDREN, RECREATE, WORK, SHOP, AND SOCIALIZE.*

OBJECTIVE LU-1.1 *Provide a community atmosphere that is friendly and inclusive, supporting diversity and fostering a sense of belonging and pride in all residents.*

- Policy LU-1.1.1 Recognize and support people of color, indigenous and immigrant populations, and other individuals or groups who have historically been underrepresented in community goal setting and implementation.
- Policy LU-1.1.2 Encourage the involvement of historically marginalized groups when discussing policies that will impact their neighborhoods and communities. Provide outreach in multiple formats and languages.
- Policy LU-1.1.3 Consider the impact of City policies, programs and projects on groups whose voices may not regularly be heard.
- Policy LU-1.1.4 Evaluate planning approaches for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts.
- Policy LU-1.1.5 Make Kenmore a community where all people love where they live.

OBJECTIVE LU-1.2 Promote the mental and physical health of all community members.

- Policy LU-1.2.1 Create healthy, viable, and safe neighborhoods where all people can live, work and play, regardless of color, age, income, or ability.
- Policy LU-1.2.2 Through land use policies and development regulations that are consistent with state and federal laws, limit land uses and activities that may result in harmful secondary effects to the community, such as crime, vandalism, or neighborhood deterioration. Consider spacing requirements, buffers, landscaping, access, signage controls, business license and operating requirements, as well as other mechanisms to control secondary impacts.
- Policy LU-1.2.3 Ensure fairness and equity in distributing community amenities such as parks and community facilities to provide all residents with opportunities to enjoy the benefits of a rich social and physical environment.
- Policy LU-1.2.4 Strive to make City capital projects and community events accessible to those with physical impairments.
- Policy LU-1.2.5 Use incentives, regulations and programs to support land use patterns and development standards that encourage physical activity through walking and bicycling.
- Policy LU-1.2.6 Consider small-scale, neighborhood commercial uses within walking or bicycling distance of homes to increase residents' opportunities to meet their daily needs without having to drive.
- Policy LU-1.2.7 Continue to support projects that improve the quality of both the built and natural environments to support a thriving community and reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities. Clean air, water and soil, and a healthy ecosystem are critical for human health.

OBJECTIVE LU-1.3 Endeavor to provide a complete community, with high quality design standards, containing housing, shops, workplaces, schools, parks, civic facilities, and community services.

- Policy LU-1.3.1 Ensure that Kenmore's plans consider all the issues, resources and needs that make a community whole, including land use, civic, cultural, recreation, transit, health, human services, natural environment, and the provision of infrastructure and other services.
- Policy LU-1.3.2 Provide adequate land capacity for residential growth, and for a full range of commercial uses in Kenmore. This land capacity should include both redevelopment opportunities as well as opportunities for development on vacant lands.

Policy LU-1.3.3 Integrate non-residential uses such as governmental, utility, religious, social, and other institutional uses, where appropriate, into residential neighborhoods to create quality communities which have a full range of public facilities and services. These uses should be sited, designed, and scaled to be compatible with the existing neighborhood.

Policy LU-1.3.4 Consider code amendments that facilitate middle housing development while providing appropriate design standards consistent with the surrounding neighborhoods.

Policy LU-1.3.5 Support infill development that creates housing that is affordable, is compatible with surrounding development, and aligns with the City's multi-modal transportation network.

OBJECTIVE LU-1.4 Encourage the availability of healthy, affordable, culturally acceptable food for all community residents.

Policy LU-1.4.1 Through land use regulations and economic development, encourage locally based food production, distribution and choice.

Policy LU-1.4.2 Where appropriate, encourage the development of community gardens and farmers' markets as a means to encourage community-building, support local agriculture and promote economic development.

OBJECTIVE LU-1.5 Maintain and enhance all residential neighborhoods by improving infrastructure and walkability and establishing appropriate site development standards.

Policy LU-1.5.1 Ensure that zoning regulations provide for a range of housing types and densities, such as lower density neighborhoods, and medium density neighborhoods that combine lower density housing such as single-family, duplexes, triplexes and cottage housing, and neighborhoods with larger-scale multifamily developments.

Policy LU-1.5.2 Provide development standards that create a consistent and compatible pattern of development within residential neighborhoods. Development standards should address housing densities, lot dimensions, building setbacks and height, impervious surface limitations, management of surface water with an emphasis on low impact development, tree retention, access, parking, and other standards. Regulations addressing building size and design also may be appropriate in some locations.

Policy LU-1.5.3 Provide regular and appropriate levels of investment in transportation, surface water and parks maintenance and improvements within residential neighborhoods, consistent with the City's capital improvement priorities. Encourage special districts to provide services and maintain infrastructure within residential neighborhoods consistent with adopted service and capital improvement plans.

- Policy LU-1.5.4 Consider opportunities for small-scale neighborhood retail, restaurants, and other service activities in residential areas to increase walkability and enliven residential neighborhoods.

OBJECTIVE LU-1.6 Create a climate that fosters business creation and retention that positively contributes to the City's quality of life.

- Policy LU-1.6.1 Provide adequate land for commercial development that enhances community goals, augments the tax base, and does not adversely impact the natural environment.
- Policy LU-1.6.2 Support the large number of home-based businesses in Kenmore and recognize their importance as a way to keep jobs closer to home.
- Policy LU-1.6.3 Ensure zoning regulations accommodate a range of allowable business and commercial uses in appropriate locations at the neighborhood, community, and regional levels.
- Policy LU-1.6.4 Consistent with the City's climate action goals, support phasing out heavy manufacturing and industrial uses in favor of mixed uses (commercial and residential) and clean light manufacturing uses.

OBJECTIVE LU-1.7 Identify and prioritize properties for public acquisition and use.

- Policy LU-1.7.1 During the 20-year planning period, identify community needs and site the following facilities or uses in accordance with the Capital Facilities Element, the Housing Element, and the Parks, Recreation and Open Space Element:
- Public Works facility
 - Affordable housing
 - Parkland, particularly on the waterfront or in under-served areas
 - Open space to preserve environmentally sensitive areas, including those areas that protect and enhance the City's wetlands and receiving water bodies, where regulatory measures alone are insufficient.
- Policy LU-1.7.2 Encourage public and private community service providers, including the City of Kenmore, to share or reuse facilities when appropriate, to reduce costs, conserve land and provide convenience and amenity for the public. Joint siting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools, institutional properties, and other social and recreational facilities.

- Policy LU-1.7.3 Promote site development which provides utilities and infrastructure that are maintainable, aesthetically pleasing, and have several functions, such as surface water facilities designed as accessible open spaces for a development.

OBJECTIVE LU-1.8 Minimize and reduce the adverse effects of noise through proper land use planning and designed infrastructure features.

- Policy LU-1.8.1 Establish a transportation demand management program that facilitates transit and micromobility transportation as part of a systemic approach to limit and reduce transportation related noise impacts.
- Policy LU-1.8.2 Identify and establish maximum allowable noise levels for residential and critical areas resulting from the built environment.
- Policy LU-1.8.3 Minimize transportation related noise impacts near residential and critical areas.
- Policy LU-1.8.4 Require noise reducing design features as part of development, reuse/revitalization, restoration, resurfacing, and/or rehabilitation for facilities generating and/or likely to generate noise pollution exceeding established maximums to nearby residential and critical areas to within the acceptable range.

OBJECTIVE LU-1.9 Incorporate environmental justice criteria and priorities into zoning, land use planning, permitting policies, and development of new projects to identify and address the disproportionate impacts of climate change on overburdened communities such as communities of color and lower-income communities.⁵

- Policy LU-1.9.1 Develop and implement an environmental justice assessment⁶ process to conduct prior to creating new zoning designations or rezoning.
- Policy LU-1.9.2 Work toward an equitable distribution of growth that reduces the potential for displacement and increases infrastructure and ecosystem resilience by combining zoning restrictions in vulnerable areas with development incentives to build in areas with less climate risk. Consider climate impacts such as extreme heat, flooding, wildfire smoke, and drought when designating zoning locations to accommodate growth.

⁵ Objective 1.9 and Policies LU-1.9.1 – LU-1.9.4 are same as those from Climate Action Element.

⁶ As defined by RCW 70A.02.060, an environmental justice assessment is a review to inform and support an agency's consideration of overburdened communities and vulnerable populations when making decisions and to assist the agency with the equitable distribution of environmental benefits, the reduction of environmental harms, and the identification and reduction of environmental health disparities.

- Policy LU-1.9.3 Identify and expand community-centered anti-displacement strategies and climate-resilient infrastructure to mitigate housing insecurities exacerbated by climate-driven gentrification.
- Policy LU-1.9.4 Promote equitable access for overburdened communities and those that will be disproportionately impacted by climate change, by working with utility providers to ensure affordable energy prices through utility tax rebates for low-income residents.
- Policy LU-1.9.5 Promote middle housing through city policies and codes to allow for broader housing types in identified residential zones, reduce climate-related displacement, and increase access to City transit systems.
- Policy LU-1.9.6 Minimize and mitigate the risk to lives and property posed by wildfires through land use planning tools, such as the Wildland Urban Interface Code, and by protecting human development in wildfire-prone areas.

GOAL LU-2 PROVIDE FOR ORDERLY DEVELOPMENT

OBJECTIVE LU-2.1 Implement the Comprehensive Plan Land Use Map.

- Policy LU-2.1.1 Designate the proposed general distribution, general location and extent of the uses of land, where appropriate, for housing, commerce, offices, recreation, open spaces, public utilities, public facilities, and other land uses. The official Comprehensive Plan Land Use Map is included as **Figure LU-3**.
- Policy LU-2.1.2 Implement a range of residential, commercial, and public land use classifications:
 - a. Table LU-2: Table of Land Use Classifications and Implementing Districts. Utilize the following table to establish land use districts in the City.

TABLE LU-2: TABLE OF LAND USE CLASSIFICATIONS AND IMPLEMENTING DISTRICTS

LAND USE	IMPLEMENTING ZONING DISTRICT
Low Density Residential	R-1, R-4, R-6
Medium Density Residential	R-6, R-12
High Density Residential	R-18, R-24, R-48, UR
Manufactured Housing Community	MHC
Downtown Residential	DR
Neighborhood Business	NB
Community Business	CB
Waterfront Commercial	WC
Urban Corridor	UC
Regional Business	RB
Downtown Commercial	DC
Public and Private Facilities	PSP
Special Study Area	n/a

b. Land Use Classification Descriptions. Utilize the following purpose statements to distinguish the land use classifications.

- **Residential:** The purposes of the Residential land use classifications are to implement Comprehensive Plan policies for housing quality, diversity, and affordability, and to efficiently use land, public services (including high-capacity transit), and energy while ensuring environmental protection.
- **Low Density Residential:** In this classification, land uses are predominantly single detached dwelling units on lot sizes that vary according to district but with an overall base density of one to six dwelling units per acre. In the R-1 and R-4 districts, uses are clustered as appropriate in relation to environmental constraints and the protection of critical areas. Within that context middle housing development may be permitted and may include six of the nine middle housing types within the context of the environmental constraints and protection of critical areas.
- **Medium Density Residential:** In this classification, a diversity of compatible housing types is expected at base densities

generally between six and 18 dwelling units per acre. Higher densities may be permitted to allow particular middle housing types. Housing may include single detached dwelling units, duplexes, triplexes, cottage housing, and small-scale apartment buildings, depending on district.

- **High Density Residential:** In this classification, land uses are predominantly larger apartment or condominium buildings with a variety of densities according to district. Base densities generally exceed 75 dwelling units per acre. In the area near the Metro/Sound Transit Park and Ride, development intensities support and are supported by multi-modal transportation options, including high capacity transit. The provision of affordable housing is a key feature of this transit-oriented development.
- **Manufactured Housing Community:** The Manufactured Housing Community classification is intended to ensure consistency with RCW 36.70A.070(2)(c) which requires that sufficient land be available for all types of housing including manufactured housing. The Manufactured Housing Community classification promotes residential development that is higher density than single-family, but single-family in character. This land use classification is assigned to existing manufactured housing communities.
- **Downtown Residential:** The Downtown Residential classification provides higher density residential development in support of the Downtown Commercial classification. Limited retail and office uses are also allowed as part of mixed-use developments. The classification represents an opportunity to provide a range of housing types in the community with attention to appearance and scale.
- **Neighborhood Business:** The purposes of the Neighborhood Business classification are to provide convenient daily retail and personal services for a limited service area, to minimize the impacts of commercial activities on nearby properties, and to provide for limited residential development.
- **Community Business:** The purpose of the Community Business classification is to provide pedestrian-friendly, mixed-use development that both supports larger mixed-use and commercial areas with its residential development, and provides small-scale retail, educational, and personal service uses, and offices, for the local community. Allowable uses include office uses and mixed-use (housing and retail/service)

developments. Commercial uses with extensive outdoor storage and industrial uses would be discouraged in the Community Business classification.

- Waterfront Commercial: The purpose of the Waterfront Commercial classification is to focus on existing water-dependent uses, but also to allow eating and drinking places, temporary lodging and other uses to support marina and airport development. Compatible light manufacturing would be appropriate. Office and mixed use multifamily development are desirable for the future.
- Urban Corridor: The Urban Corridor classification is located along SR-522. The overall vision is to convert the area on the south side of the highway from a commercial strip corridor to an area of mixed-use development and public spaces, taking advantage of lake views and proximity to transit.

On the north side of the highway, west of downtown, the area would continue to be a mix of restaurant, retail and service uses, with additional opportunities for office and mixed use multifamily development.

East of downtown, portions of the district (nearest the transit center) would be an enterprise zone, allowing for a wide range of commercial uses, including bulk retail, as well as high-density multifamily development with affordable housing requirements. Farther to the east, near the city limits, office and multifamily uses are envisioned.

New auto-oriented businesses would be prohibited throughout the district.

- Regional Business: The purposes of the Regional Business classification include to provide for the broadest mix of retail, office, wholesale, and service uses, with compatible storage and light manufacturing uses, serving regional market areas and offering significant employment opportunities. These purposes are accomplished by supporting existing businesses, while encouraging compact and mixed-use development that is supportive of transit and pedestrian travel for the future. Industrial and heavy manufacturing uses are no longer appropriate in this classification.
- Downtown Commercial: The Downtown Commercial classification features a mix of private and public uses designed to create a pedestrian-friendly downtown consistent with Kenmore's designation in the Regional

Growth Strategy as a High Capacity Transit Community and as a ~~Candidate~~ King County Countywide Growth Center. Public places, sidewalks, extensive landscaping, transit-orientation, shared or structured parking, protection of environmentally sensitive areas, affordable housing, and high quality design and signage are key features. Permitted uses emphasize mixed or multiple use developments, and include high-density housing, civic and governmental uses, offices, small-scale commercial and retail businesses, and locally oriented professional and personal services.

Uses not compatible with the Downtown Commercial intent such as those which require vehicle or materials storage, service bays, wide curb cuts, expanses of exterior product display or storage, or produce little customer or visitor activity are discouraged.

Some limited existing uses that require vehicle storage and continue to contribute to the economic vitality of downtown Kenmore are permitted as existing uses on existing properties, though the use is encouraged to transition use of the property to those more in keeping with the first paragraph of this purpose statement.

- Public and Private Facilities: The purpose of the Public and Private Facilities classification is to identify and retain public and private lands primarily utilized for parks, recreation, schools, utilities, government buildings, and other administrative or institutional uses. In some locations, housing may also be an appropriate use. Master plans would be encouraged to determine the type and extent of these primary uses as well as compatible accessory uses. Development regulations include a process to reclassify smaller properties to the zone most prevalent immediately surrounding the site subject to the provision of information by the institution about the need to convert to a different use.
- ~~Special Study Area – Bastyr University: The City has designated the St. Thomas Seminary property, owned by Bastyr University as a Special Study Area recognizing the Bastyr University Master Plan approved in December 2009 that will guide the development of the property. The land use designation for the Campus is Public and Private Facilities and development activities on the Campus will be limited to activities and levels of use as specified in the approved Master Plan and implementing zone of Public and Semi-Public.~~

~~The Bastyr University Campus Master Plan is adopted for the approximately 50-acre property in the City and is illustrated in Figure LU-4. The Bastyr University Master Plan and the applied zoning provide for a coordinated multi-use higher education center meeting the vision of the University and the City to support diverse and continuing education opportunities, strengthen the City's economic base, and protect natural features. Figure LU-4 is considered a conceptual graphic, and minor modifications (KMC 19.23.050.A) to site development consistent with City master plan and zoning regulations are considered consistent with the Comprehensive Plan. The City's long term interest in the property is to have continued use of the site by Bastyr University or a similar institution with public access/use maintained through the use of a purchase of development rights, out-right purchase of portions of the property, off-site density transfers or joint use agreements.~~

- Special Study Area – Plywood Supply: The City has designated the Plywood Supply property south of NE 175th Street as a Special Study Area while the City works with property owners to complete a master plan that will guide the development of the property. In order to allow the master planning process to proceed, the property will retain its underlying RB designation for comprehensive planning purposes while development of that master plan is proceeding.
- Special Study Areas—Lakepointe and Glacier Northwest. Although these are two independent special study areas, given their close proximity and shared waterfront location they should be planned and developed in a consistent and compatible manner.
- Lakepointe: The City has designated Lakepointe as a Special Study Area recognizing its significant size and waterfront location on both the Sammamish River and Lake Washington. A cohesive development plan should be prepared for the site to guide development of the property consistent with the following goals:
 1. Develop a mixed-use pedestrian-oriented urban village, providing some affordable housing;
 2. Apply design standards consistent with expectations for Kenmore's downtown;
 3. Minimize surface parking;

4. Provide substantial public access to, and use of, the Lake Washington and Sammamish River waterfronts, including a community open space for use by the general public;
 5. Provide easily accessible public viewpoints, and protect view corridors to Lake Washington;
 6. Provide pedestrian and bicycle linkages to the downtown core, nearby parks and the Burke-Gilman Trail;
 7. Recognize and support the site's unique role in the regional transportation network, including connections to bus rapid transit along SR-522, the Kenmore Air Harbor, and a potential Lake Washington passenger ferry;
 8. Provide a strong transportation demand management program that facilitates transit use;
 9. Create an environmentally sensitive and sustainable development, including reduced car infrastructure, low impact development, protection of water quality and critical areas, mitigation for impacts to the shoreline edge through shoreline restoration and riparian vegetation enhancement, and enhancement of fish and wildlife habitat.
- Glacier Northwest: The City has designated the Glacier Northwest property as a Special Study Area recognizing its size and waterfront location on Lake Washington. A cohesive development plan should be prepared for the site to guide redevelopment of the property consistent with the following goals:

1. Develop a mixed-use pedestrian-oriented area, providing some affordable housing;
2. Apply design standards consistent with expectations for Kenmore's downtown;
3. Minimize surface parking;
4. Provide public access to, and use of, the Lake Washington waterfront, including a community open space for use by the general public;
5. Provide easily accessible public viewpoints, and protect view corridors to Lake Washington;
6. Provide pedestrian and bicycle linkages to the downtown core, nearby parks and the Burke-Gilman Trail;
7. Recognize and support the site's unique role in the regional transportation network, including connections to bus rapid transit along SR-522, the Kenmore Air Harbor, and a potential Lake Washington passenger ferry;
8. Provide a strong transportation demand management program that facilitates transit use; and
9. Create an environmentally sensitive and sustainable development, including reduced car infrastructure, low impact development, protection of water quality and critical areas, mitigation for impacts to the shoreline edge, and enhancement of fish and wildlife habitat.

Policy LU-2.1.3 High density residential classifications should be applied as follows:

- a. Primarily located in or near the Downtown area and in the area of transit-oriented development near the Metro/Sound Transit Park and Ride
- b. In or next to Regional, Community, or Neighborhood Business Centers; and,
- c. Where existing or planned transportation capacity should be adequate to accommodate projected travel demand.

Policy LU-2.1.4 Commercial classifications should be:

- a. Located along Principal or Minor arterials or on collector streets that intersect with arterials within 1/2 mile. Existing or planned transportation capacity should be adequate to accommodate projected travel demand;
- b. Located to provide convenient shopping or other services for nearby neighborhoods;
- c. Encouraged near trails to provide opportunities for small-scale pedestrian-oriented development serving passers-by.
- d. Strategically located to maximize the potential success of the hierarchy of commercial classifications. The priority area for commercial development should be the Downtown;
- e. Sized appropriately to accommodate sufficient land to accommodate community business and service needs;
- f. Located in areas with current or planned pedestrian access; and
- g. Commercial designations should be expanded only when it can be demonstrated that conditions have changed since the original commercial classification boundaries were determined, and there is a demonstrated community need.

Policy LU-2.1.5 Consider proposed Comprehensive Plan Amendments each calendar year concurrently so that the cumulative effect of the proposals can be determined. The City may consider some amendments outside of the normal review cycle such as amendments to the Capital Facilities Element, Shoreline Master Program, adoption of a subarea plan, emergency amendments, or others as authorized in the Growth Management Act. All

proposed Comprehensive Plan Amendments should include the following elements:

- a. A detailed statement of what is proposed to be changed and why;
- b. A statement of anticipated impacts of the change on the resident's quality of life, including geographic area affected and natural environment;
- c. A demonstration of why existing Comprehensive Plan guidance should not continue in effect or why existing criteria no longer apply;
- d. A statement of how the amendment complies with the Growth Management Act's goals and specific requirements;
- e. A statement of how the amendment complies with the Kenmore Vision Statement;
- f. A statement of how functional plans and capital improvement programs support the change; and
- g. Public review of the recommended change, necessary implementation (including area zoning if appropriate) and alternatives.

Policy LU-2.1.6 Ensure proposed Comprehensive Plan policy amendments result in changes to development regulations, modifications to capital improvement programs, and revised subarea, neighborhood, and functional plans necessary to ensure consistency between the Plan and the implementing regulatory and budgetary frameworks.

OBJECTIVE LU-2.2 Prepare clear development regulations consistent with the Comprehensive Plan.

Policy LU-2.2.1 Prepare zoning maps, classifications, and development standards that are consistent with the Comprehensive Plan and functional plans.

Policy LU-2.2.2 To provide flexibility as times and development conditions change, address possible amendments to the P-suffix and special district overlay requirements through the development agreement process. If development standards are modified or eliminated, offsetting public benefits must be provided.

Policy LU-2.2.3 Kenmore's regulation of land use should:

- a. Protect public health, safety, and general welfare;

- b. Protect environmentally sensitive areas, including wetlands, groundwater⁷, streams, Lake Washington, the Sammamish River and Puget Sound.
- c. Support tree preservation.
- d. Implement and be consistent with the Comprehensive Plan and other adopted land use goals, policies, and plans;
- e. Be expeditious, predictable, clear, straightforward, and internally consistent;
- f. Treat all members of the public equally and base regulatory decisions wholly on the applicable criteria and code requirements;
- g. Provide clear direction for resolution of regulatory conflict;
- h. Be enforceable, efficiently administered, and provide appropriate incentives and penalties;
- i. Be consistently and effectively enforced;
- j. Create public and private benefits worth their cost;
- k. Be coordinated with timely provision of necessary public facilities and services;
- l. Be coordinated with special purpose districts and other public agencies to promote compatible development standards in Kenmore;
- m. Be responsive, understandable, and accessible to the public;
- n. Provide effective public notice and reasonable opportunities for the public (especially those directly affected) to be heard and to influence decisions;
- o. Avoid intruding on activities involving constitutionally protected freedoms of speech, petition, expression, assembly, association and economic competition, except when essential to protect public health, safety and welfare (and then the restriction should be no broader than necessary); and
- p. Provide for relief from regulations when they would deprive a property of reasonable use, and when such relief would neither

⁷ The protection of the quality and quantity of groundwater used for public water supplies, as required by RCW 36.70A.070(1), may be found in the Natural Environment and Surface Water elements.

endanger public health and safety nor conflict with adopted use policies.

- q. Acknowledge past racial and other inequalities in housing and neighborhood options. Continue to identify and address controllable factors within Kenmore that contribute to disparities and take corrective action.

OBJECTIVE LU-2.3 Establish a system of densities and development standards that allows for efficient infrastructure and service delivery while protecting environmental resources and ensuring compatibility between different building types.

- Policy LU-2.3.1 Through future planning efforts over the next twenty years, seek to achieve a mix of residential densities and housing types, appropriately located. Higher density classifications should be applied primarily in and around the Downtown and in the transit-oriented development area near the Metro/Sound Transit Park and Ride. Medium density classifications should be applied within a walkable and/or bikeable distance to transit and services. Lower density classifications should be applied without easy access to transit and services. A lower density zone may be used to recognize significant environmentally sensitive areas.
- Policy LU-2.3.2 When considering density increases or reduced lot sizes, use tools such as building size and form regulations and design standards to address issues of neighborhood compatibility.
- Policy LU-2.3.3 Apply minimum density requirements to residential and mixed-use zones of twelve or more homes per acre when consistent with the vision for a given zone.
- Policy LU-2.3.4 In the Downtown Commercial classification, adopt a minimum floor area ratio (FAR) to promote multi-story development.
- Policy LU-2.3.5 Review Uniform Building codes and make amendments to remove barriers to achieving desired densities, such as increased stories of wood frame construction.
- Policy LU-2.3.6 Use regulations, incentives, open space acquisition, or, where these measures are not adequate, use low density zoning to protect floodplains, riparian corridors, wetlands, and unstable slopes from degradation, and to encourage linking these environmental features into a network of open space, fish and wildlife habitat. In sensitive areas, some density may be transferred onsite to less constrained areas, or density may be transferred off-site to specified receiving areas, such as the Downtown.
- Policy LU-2.3.7 In some areas, use density incentives to encourage development of affordable housing, or significant open space, public parks and public

trails. Where provided, encourage public parks and public trails to be part of a network consistent with the Parks, Recreation, and Open Space Element goals, objectives, and policies. Additionally, in the Downtown, density incentives or other incentives should be provided for shared and structured parking, or consolidation of lots. Consider performance-based measures to achieve this policy. Ensure benefits, for example-significant open space, are in proximity to the development site.

- Policy LU-2.3.8 In Downtown in the high-density residential classification near the Metro/Sound Transit Park and Ride, and in the Urban Corridor classification east of 73rd Avenue NE, require inclusion of affordable housing in new residential or mixed use development.

OBJECTIVE LU-2.4 Coordinate land use, road, and utility planning.

- Policy LU-2.4.1 Establish priority areas for public facility and service improvements, especially for transportation. These priority areas should be located where public facility and service improvements would most effectively advance the City of Kenmore's growth and development as a **Candidate** Countywide Growth Center or the City's goals for economic development, neighborhood improvement, environmental protection, energy efficiency or affordable housing. Priority areas will shift over time as improvements are installed and adopted service level standards are attained.
- Policy LU-2.4.2 Implement an annual monitoring program to assess land use development trends, and service and infrastructure provision. If service deficiencies, such as city, county and state roads, public water supply and wastewater treatment, or communication infrastructure are identified, the City of Kenmore and the affected service providers should adopt Capital Improvement Programs to remedy identified deficiencies in a timely fashion, or the City of Kenmore should reassess the land use plan. In particular, the City should continue to promote reliability improvements for electric services in Kenmore.
- Policy LU-2.4.3 Work with communication providers to ensure that broadband service at suitable speeds is available throughout the city.
- Policy LU-2.4.4 Ensure that infrastructure and facilities are sized appropriately to community needs and are located with attention to design standards.
- Policy LU-2.4.5 Consider the effects of improved or new infrastructure such as roads and utilities as potential barriers between neighborhoods or as stimulators of development.
- Policy LU-2.4.6 Through zoning and subdivision regulations, require that residential developments, including manufactured home parks, whether new developments or substantial redevelopments, provide the following improvements:

- a. Paved streets (and alleys if appropriate), curbs and sidewalks, and internal walkways when appropriate;
- b. Adequate parking consistent with local transit service levels;
- c. Street lighting and street trees;
- d. Underground utilities;
- e. Stormwater control;
- f. Public water supply;
- g. Public sewers.

Policy LU-2.4.7 Provide water, sewer, surface water, transportation, and recreational facilities at the time of development.

OBJECTIVE LU-2.5 Encourage development on properties with existing or planned public services and utilities.

Policy LU-2.5.1 Encourage innovative, quality development and redevelopment through a variety of regulatory, incentive, and program strategies. Possible approaches include:

- a. Special development standards for infill or redevelopment sites;
- b. Assembly and resale of sites to providers of affordable housing or mixed-use developments;
- c. Impact mitigation fee structures that favor infill or redevelopment;
- d. Expedited permit processes;
- e. Greater regulatory flexibility; and
- f. Reduced permit fees and/or delayed fees.

OBJECTIVE LU-2.6 Require adequate transitions between land uses of differing intensities and between development and environmentally sensitive areas.

Policy LU-2.6.1 Review and amend zoning and subdivision regulations to ensure adequate setbacks, landscaping, and buffering are required where land use conflicts may occur.

Policy LU-2.6.2 Ensure critical area regulations provide sufficient buffer widths consistent with the quality and class of the environmentally sensitive area.

Policy LU-2.6.3 Locate zoning districts and prepare development regulations that result in gradual transitions between different building intensities.

OBJECTIVE LU-2.7 Participate in joint planning of services and utilities with special districts, private service providers, neighboring municipalities, King County and Snohomish County, and the State of Washington.

Policy LU-2.7.1 Plan in partnership with special districts, private service providers, neighboring municipalities, King and Snohomish Counties, and the State of Washington. The City should strive to balance the differing needs identified by planning partners at various geographic levels and ensure that planning partners honor Kenmore's needs.

Policy LU-2.7.2 Prepare functional plans to identify City facility and service needs and define ways to fund these needs consistent with the land use plans and service and finance strategy. Independent special districts and other public agencies should also prepare functional plans which should be considered by Kenmore. The capital facility plans and capital improvement programs prepared by all other agencies which provide services to Kenmore should be consistent with the Kenmore Comprehensive Plan.

GOAL LU-3 *SUPPORT DEVELOPMENT OF KENMORE'S DOWNTOWN AS A KING COUNTY COUNTYWIDE GROWTH CENTER.*

OBJECTIVE LU-3.1 Take action to support Downtown Kenmore's candidacy as a King County Countywide Growth Center—a place to equitably concentrate jobs, housing, shopping, and recreational opportunities.

Policy LU-3.1.1 Ensure that the combination of jobs and population in the Downtown meets County standards (eventual goal of 30 activity units per acre).

Policy LU-3.1.2 Continue plans for a mix of uses, providing housing and employment at densities that support high-capacity transit.

Policy LU-3.1.3 Apply a minimum floor area ratio for new commercial buildings in the Downtown Commercial classification.

Policy LU-3.1.4 Continue to demonstrate that Downtown is a priority for growth and investment.

Policy LU-3.1.5 Continue to use design standards to ensure a pedestrian-friendly and attractive Downtown.

Policy LU-3.1.6 Plan for a variety of housing types including affordable housing.

Policy LU-3.1.7 Try to retain existing residents and businesses in the community as growth is planned and, if retention is not possible, support relocation.

Policy LU-3.1.8 Continue to support existing recreational opportunities Downtown such as the Town Square and skate park, as well as future opportunities in the Special Study Areas at Lakepointe and Plywood Supply.

Policy LU-3.1.9 Support multi-modal transportation, including bicycling, walking, transit, and a passenger ferry.

GOAL LU-4 IDENTIFY, PRESERVE, AND ENHANCE THE CULTURAL RESOURCES OF KENMORE

OBJECTIVE LU-4.1 Promote and support visual, literary, and cultural arts and activities in the community.

Policy LU-4.1.1 Encourage King County to continue to provide arts and culturally based services to the City of Kenmore through its existing programs, and to provide technical assistance for locally generated programs.

Policy LU-4.1.2 Encourage shared, multipurpose use of regional and community facilities for cultural activities to maximize their efficient use and to expand public access to cultural opportunities.

Policy LU-4.1.3 Develop a public art program that provides art in public facilities, projects and places to enhance community character and quality of life. Priority locations should include Downtown, government facilities, and municipal parks. Maintenance and conservation should be considerations in the development and management of public art.

Policy LU-4.1.4 Continue to support Arts of Kenmore and other community art groups.

OBJECTIVE LU-4.2 Promote the preservation of significant historic and archaeological sites and structures.

Policy LU-4.2.1 Establish a partnership between Kenmore, King County, the Kenmore Heritage Society and volunteers in order to pursue historic inventories and studies to promote landmark designation. Use the inventory to guide decision-making in resource planning, environmental review, and resource management.

Policy LU-4.2.2 Encourage land uses and development that retain and enhance significant historic and archaeological resources and sustain historic community sites.

Policy LU-4.2.3 Coordinate with the Tribes, the King County Historic Preservation Officer, and the State Office of Archaeology and Historic Preservation, as appropriate, to review public and private projects to protect and enhance historic and archaeological resources.

Policy LU-4.2.4 Seek funding from King County, the State of Washington, or other agencies to acquire and preserve significant historic resources for use by City and other public agencies.

OBJECTIVE LU-4.3 Encourage local activities which promote the community's history.

Policy LU-4.3.1 Support the efforts of the Kenmore Heritage Society to document Kenmore's history and provide educational materials and resources to all ages.

Policy LU-4.3.2 Work in partnership with the Kenmore Heritage Society, other agencies and special districts to identify places or facilities where a museum or display of historic artifacts and information can be accomplished.

Policy LU-4.3.3 When dedicating new civic facilities, consider naming them in honor of persons of significance to the community or to honor the Indigenous Peoples who still reside in Kenmore.

Policy LU-4.3.4 Acknowledge that growth and development in Kenmore occurs on the ancestral lands of the Coast Salish peoples.

IMPLEMENTATION STRATEGIES

The Land Use policies would require new, continuing or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, or coordinate with adjacent jurisdictions.

New programs, rules, or regulations would be needed to address:

- Historic resource preservation funding
- Public arts programs
- Partnerships with historic groups and agencies.
- Standards and locational requirements for small-scale commercial enterprises and services closer to home for neighborhood residents in low and medium density residential classifications.
- Minimum floor area ratio (FAR) for commercial development in the Downtown Commercial classification.
- Transit-oriented development density increases and revised standards in the area near the Metro/Sound Transit Park and Ride.

A review of existing programs, rules and regulations would be needed to ensure they meet the policies. Types of regulations and rules that should be reviewed include:

- Appropriate permitted uses in low and medium density residential districts outside of environmentally sensitive areas
- Permitted uses in commercial zones
- Downtown densities in conformance with Countywide Growth Center criteria
- Development standards addressing neighborhood compatibility with surrounding development
- Density bonuses, density transfers, and minimum density regulations
- Uniform Building Code review
- Infill development standards or incentives
- Permit procedures and fees.

Additional or continuing efforts would need to be made to coordinate with adjacent jurisdictions or participate in regional programs, including:

- The King County Urban Growth Capacity Study
- Coordination with special districts and County regarding services
- Support of County historic resources programs

____ = Proposed Amendments

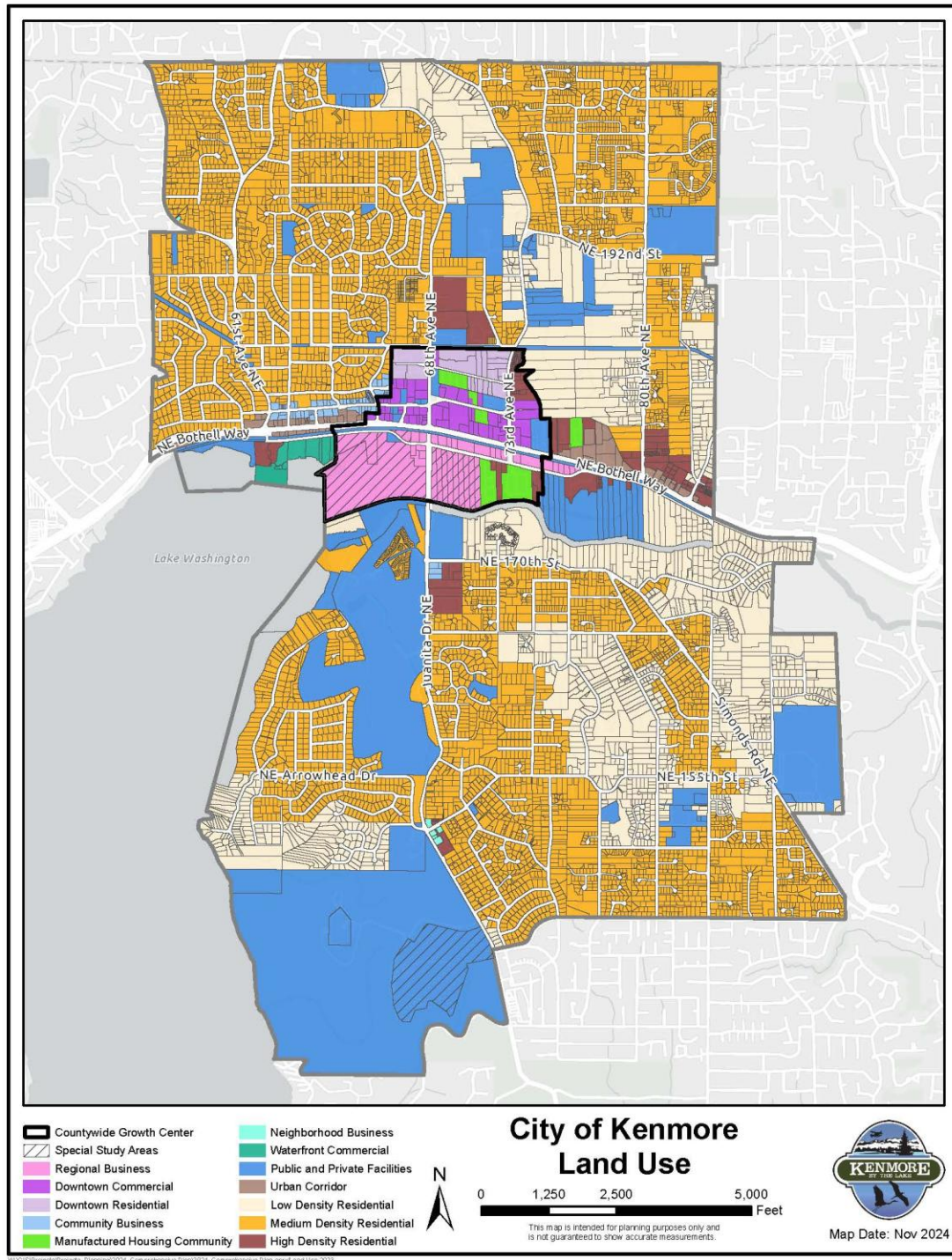
- Coordination with County/State agencies regarding historic/cultural resources during development review.
- Annual monitoring of development to determine whether assumptions made in the Comprehensive Plan regarding rate, nature, and distribution of development remain accurate.

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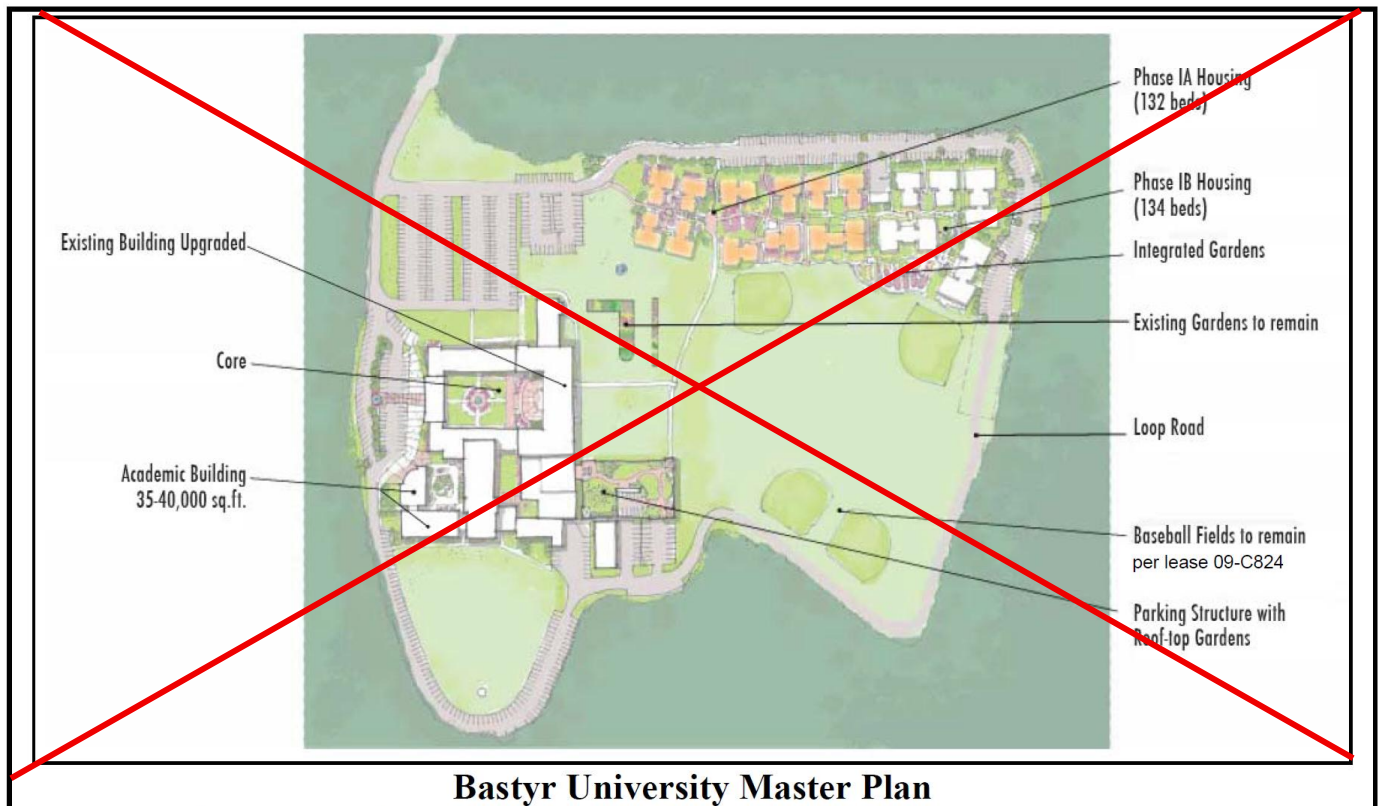
FIGURE LU-3: KENMORE LAND USE MAP



Source: City of Kenmore GIS

___ = Proposed Amendments

FIGURE LU-4: BASTYR UNIVERSITY MASTER PLAN (2009)



Source: Bastyr University Master Plan, December 2009

DRAFT

Comprehensive Plan

TRANSPORTATION ELEMENT**INTRODUCTION**

Since its incorporation in 1998, the City of Kenmore has continuously made investments that enhance its position as a vibrant community in which to live, work, and play. New civic facilities in downtown and multimodal transportation facilities throughout the City have been key contributors to the City's vitality. Building on previous improvements, this Transportation Element aims to support the vision of Kenmore as a high-capacity transit community with an activated, thriving downtown, as described in the Land Use Element. It also describes a network that supports travel by walking, biking, and riding transit throughout Kenmore, in addition to supporting adequate mobility when traveling by car in Kenmore through 2044. The Element supports the City's Diversity, Equity, and Inclusion Policy, adopted in 2020, to allocate resources in areas with historically disadvantaged communities. Recognizing that vehicle emissions are Washington State's largest contributor to greenhouse gases, the Element reflects the goals and policies described in Kenmore's Climate Action Plan (CAP), emphasizing a shift to transportation modes and technologies that reduced vehicle emissions.

Purpose

The purpose of the Transportation Element is to describe the City's vision for a safe, balanced, and efficient multi-modal transportation system that supports the Land Use element. The Transportation Element includes goals, policies, and objectives for maintenance and development of Kenmore's transportation system. It also identifies future transportation investments needed to realize the city's vision for multi-modal mobility within Kenmore. The Transportation Element informs the development of the Capital Improvement Program (CIP) by identifying the types of projects the City should undertake to support future transportation needs in the 6- and 20-year horizons. The plan also evaluates how these projects coincide with the City's financial resources.

This Transportation Element includes the following sections:

- **Existing Conditions:** Describes conditions for all travel modes in the existing transportation system. This section also identifies current challenges and trends that will affect Kenmore's transportation network in the future.
- **Goals, Objectives, and Policies:** Explains Kenmore's vision for transportation and the goals that serve as the basis for the Transportation Element.
- **Future Transportation System:** Describes the City's layered transportation network concept to create a complete, multimodal transportation network in Kenmore. This section also establishes the City's level of service (LOS) standards.
- **Near Term and Long Term Capital Projects:** Provides near-term and long-range project lists based on the community values expressed in the transportation goals and layered network.

- **Implementation Strategies:** Evaluates Kenmore’s financial conditions over the next 20 years and provides guidance on plan implementation.

Regional Context

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Kenmore achieve its land use vision. Kenmore’s regional setting, shown in **Figure T-1**, is important. Nestled on the north shore of Lake Washington, the City forms the northern edge of King County and is bisected by State Route 522 (SR 522), a Highway of Statewide Significance. Given this strategic location, transportation conditions in the City are strongly influenced by pass-through traffic travelling between Seattle and east side cities, as well as growth in Snohomish County. The Kenmore Air Harbor provides connections to additional regional destinations, such as the Olympic Peninsula, the San Juan Islands, and British Columbia. The City must coordinate its transportation planning with a variety of jurisdictions, including neighboring cities, King County (including King County Metro), Sound Transit, the Puget Sound Regional Council (PSRC), and the Washington State Department of Transportation (WSDOT).

1 **Figure T-1: City of Kenmore and Surrounding Area**

2

Growth Management Act (GMA)

The State's Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan consistent with the City's Land Use Element. Specific GMA requirements for the Transportation Element include addressing:

- Land use assumptions used in estimating travel
- Estimated traffic impacts to state-owned transportation facilities resulting from growth
- Future transportation facilities and services needs, including those for air, water, and ground transportation
- LOS standards for arterials, state highways, and transit routes
- Specific actions and requirements for bringing locally owned transportation facilities and services into compliance with established LOS standards
- Forecasts of future traffic based on the adopted land use plan
- State and local system needs to meet current and future demands
- Financing capability to judge needs against probable resources
- A multiyear financing plan based on needs, which will serve as the basis for the City's six-year transportation program
- Strategies to address issues if probable funding falls short of meeting identified needs
- Intergovernmental coordination efforts
- Demand-management strategies
- Bicycle and pedestrian improvements

This Transportation Element addresses the required transportation components of the GMA.

VISION 2050

PSRC is the region's metropolitan planning organization. Comprising cities, towns, counties, ports, tribes, transit agencies, and major employers, PSRC sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties. Adopted in 2020, VISION 2050, establishes the long term goals for growth management, economic, and transportation issues. This Transportation Element is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.

- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

Countywide Planning Policies (CPPs)

The Regional Growth Strategy identifies a network of walkable, compact, and transit-oriented communities, including the City of Kenmore, that are the focus of urban development. The Regional Growth Strategy envisions an efficient, multimodal transportation system that provides various options for moving people and goods into and among centers.

The overarching transportation goal in the Countywide Planning Policies (CPPs) is that “the region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term”. The CPPs support the transportation vision in the Regional Growth Strategy with policies focused on:

- **Supporting Growth** – focusing on serving the region with a transportation system that furthers the Regional Growth Strategy;
- **Mobility** – addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond; and
- **System Operations** – encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency, and sustainability.

Other Plans

WSDOT controls SR 522, which runs east-west through Kenmore. As such, the City coordinates with WSDOT and neighboring communities regarding impacts to and needed investments on SR 522.

Sound Transit provides regional, high capacity transit service throughout the Puget Sound via Link light rail, Sounder commuter rail, and ST Express bus service. Sound Transit is currently advancing the capital and service investments included in the ST2 and ST3 ballot measures approved in 2008 and 2016, respectively. The ST2 ballot measure included funding for the Lynnwood Link light rail extension, planned for completion in 2024. The Shoreline South/148th Street and Shoreline North/185th Street stations will be the closest light rail stations to Kenmore, providing nearby access for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit’s Stride bus rapid transit (BRT) service on SR 522 was funded by the ST3 ballot measure. Planned for implementation in 2026, Stride will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405.

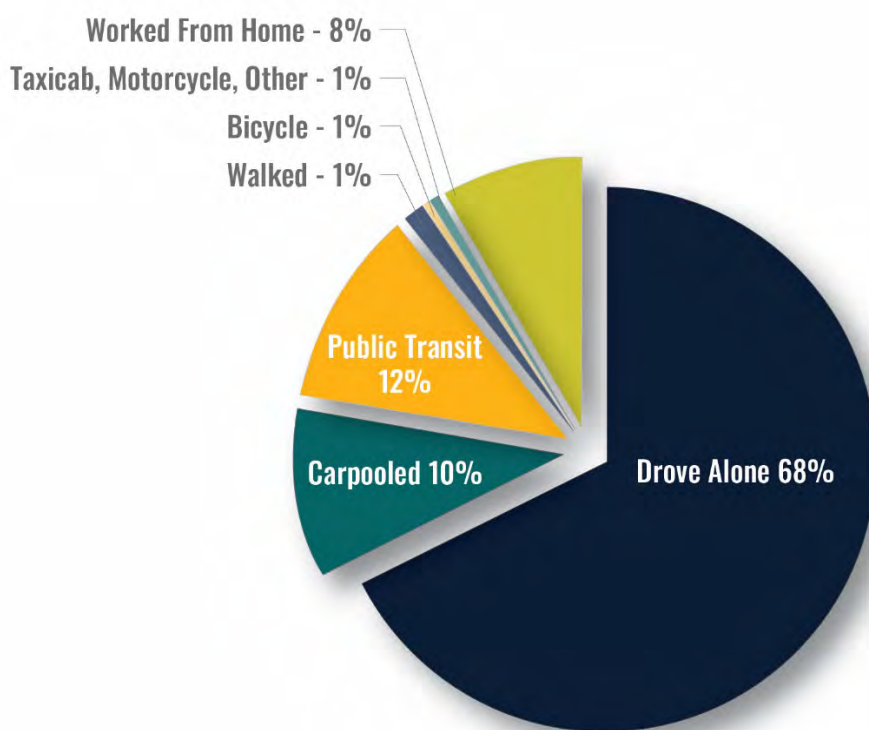
1 Metro Connects is King County Metro's (Metro's) 30-year vision for mobility. It is a long-
2 range service and capital vision that describes planned future service networks and the
3 capital investments needed to support those networks. The plan envisions multimodal
4 connections to the places people want to go with safe and secure operations and
5 facilities for passengers, employees, and communities. Metro Connects emphasizes
6 Metro's core values of safety, equity, and sustainability, incorporates the
7 recommendations of the King County Metro Mobility Framework, and aligns with
8 Metro's Strategic Plan for Public Transportation and its Service Guidelines. The service
9 networks envision changes to Kenmore's transit services, particularly in relation to the
10 implementation of Sound Transit's investments in the regional high capacity transit
11 (HCT) system.

EXISTING CONDITIONS

Transportation Network Overview

Kenmore's transportation network accommodates many modes of travel, including walking, bicycling, public transit, driving, and flying. Vehicular travel for commuting to work, which generally occurs during the morning (AM) and evening (PM) peak when traffic volumes are highest, is the primary choice for many travelers in and around Kenmore, as shown in the Census journey-to-work data (see **Figure T-2**). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrians and vehicles volumes during these times.

Figure T-2: Commute Mode to Work

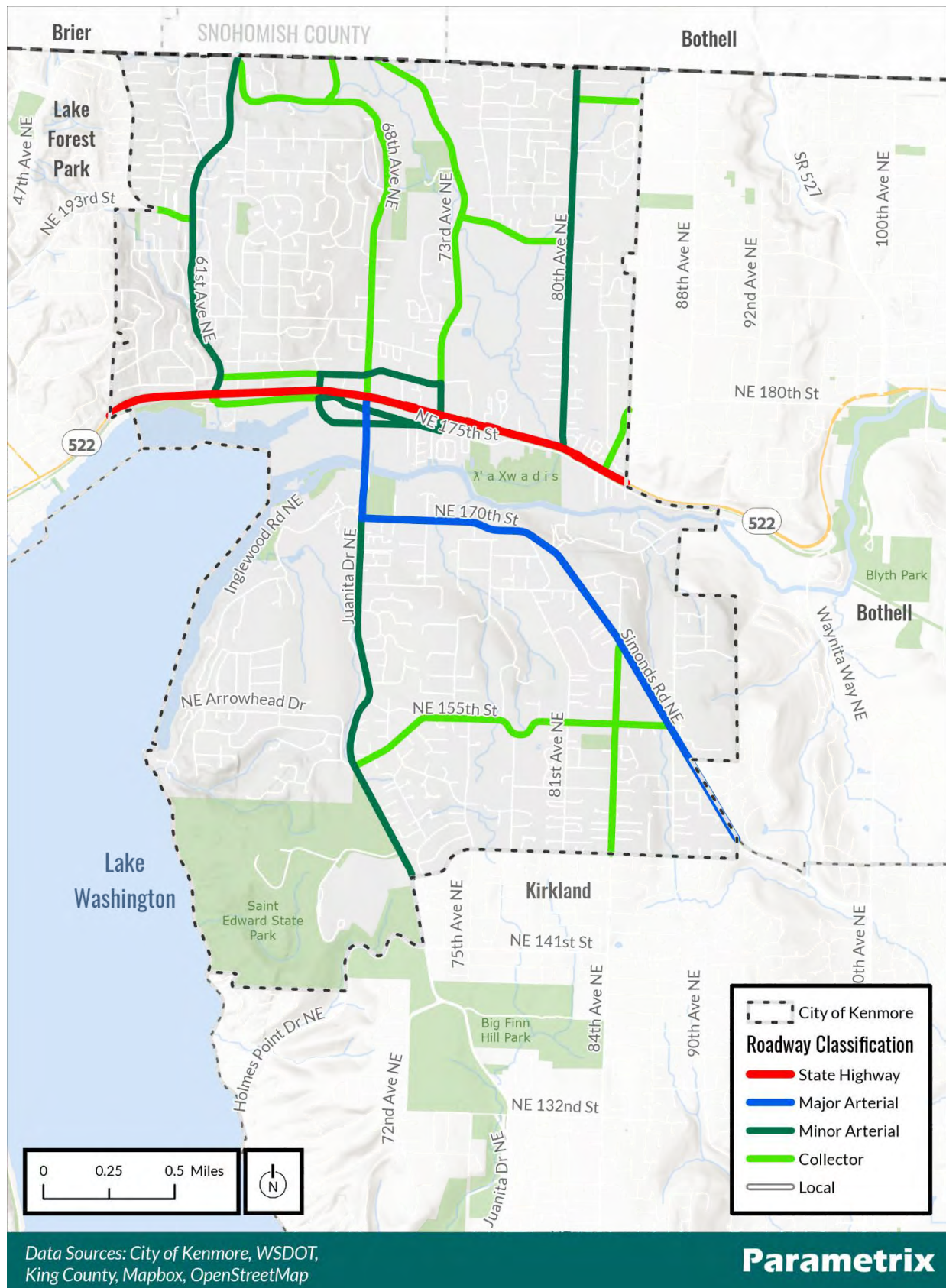


Source: American Community Survey 2019 5-Year Journey to Work Data

City streets form the backbone of the transportation framework with roadways shaping how residents and visitors experience Kenmore. The City of Kenmore currently classifies its roadways into major arterials, minor arterials, collectors, and local streets, as shown in **Table T-1** and displayed in **Figure T-3**. Examples of each roadway type and the intended uses served are described in **Table T-1**.

Table T-1. Functional Classification of Roadways

Roadway Type	Description / Purpose	Example
Major Arterial	A roadway that serves through trips and connects Kenmore with the rest of the area.	• Simonds Road NE • 68th Avenue NE (SR 522 to NE 170th Street)
Minor Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through trips.	• 61st Avenue NE • NE 181st Street (65th Avenue NE to 73rd Avenue NE) • Juanita Drive NE
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from residential areas.	• 68th Avenue NE (north of SR 522) • 73rd Avenue NE • NE 153rd Place
Local	Local streets provide circulation and access within residential neighborhoods.	• 62nd Avenue NE • NE 150th Street

1 **Figure T-3: Roadway Functional Classification**

2

There are approximately 45 linear miles of concrete sidewalks and 120 marked crosswalks in the City, but sidewalks are still absent from many streets. On quiet residential streets, sidewalks may not be necessary; however, Kenmore has a number of arterials connecting residents from their homes to commercial areas, employment centers, schools, and transit stops that lack adequate pedestrian facilities.

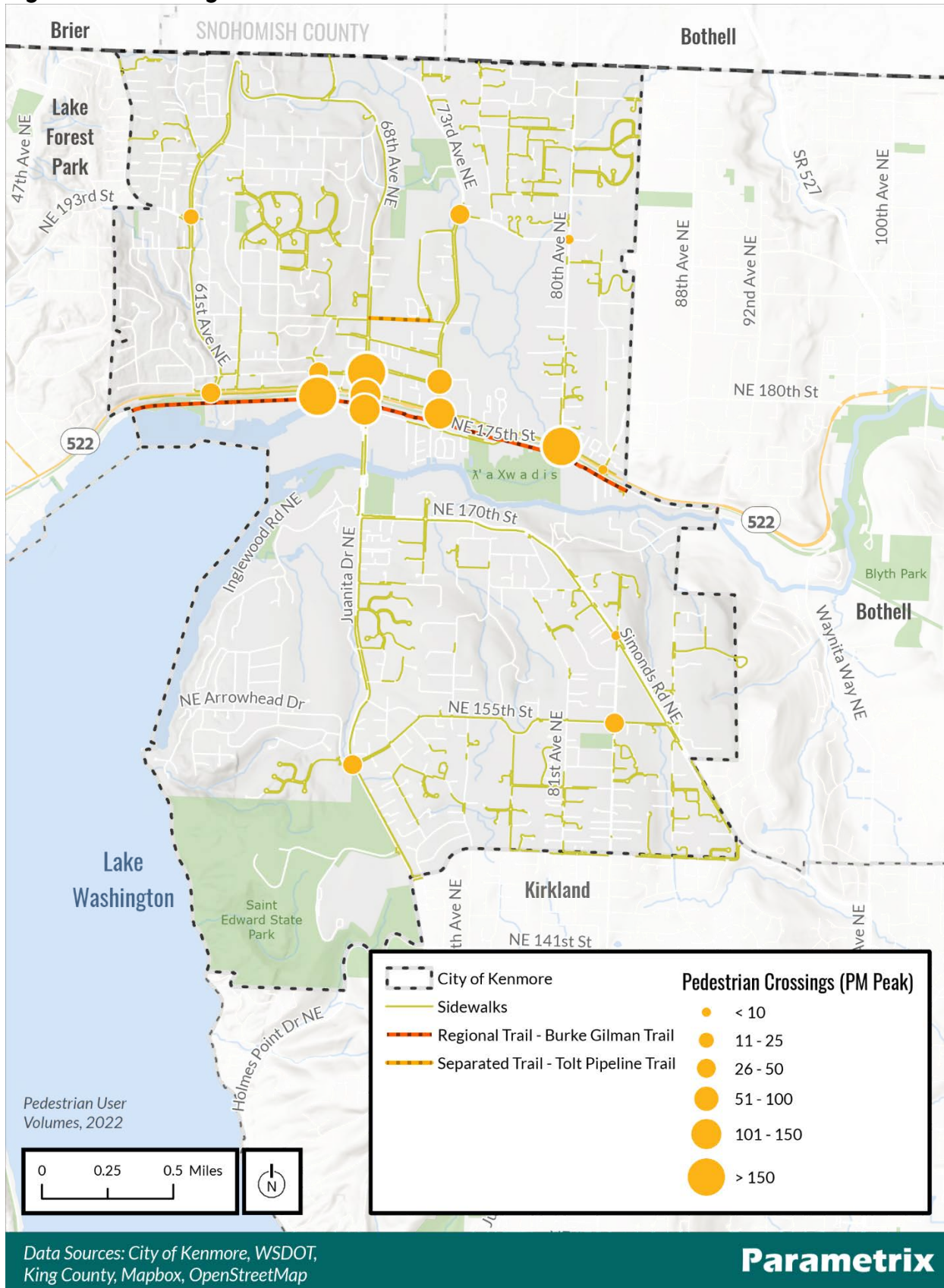
Figure T-4 displays different types of existing pedestrian infrastructure in Kenmore. **Figure T-5** shows where existing sidewalks and trails are located, as well as average pedestrian volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.

Figure T-4: Existing Sidewalks and Trails



Source: Google Maps, City of Kenmore

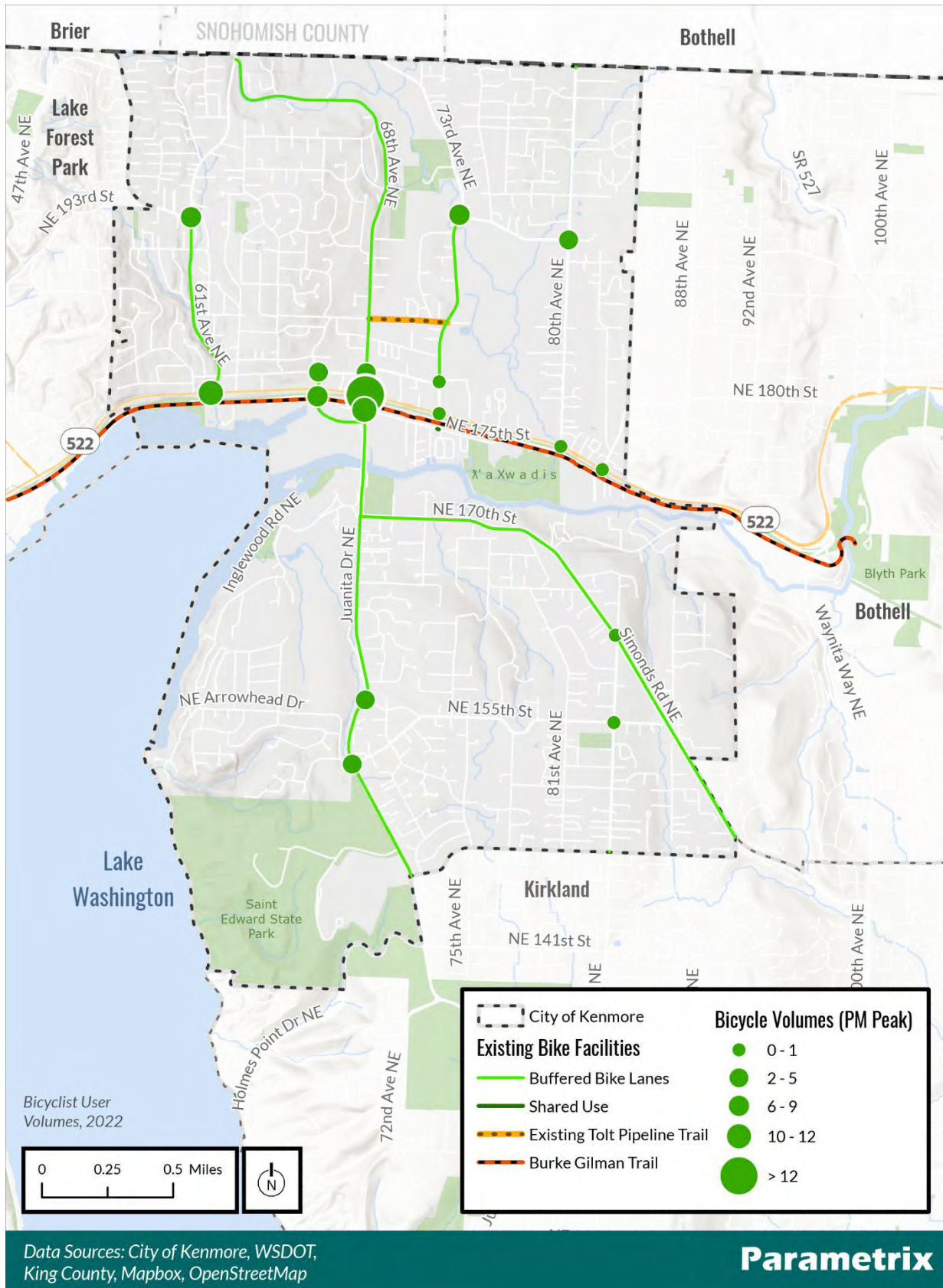
1 **Figure T-5: Existing Sidewalks and Trails**



2

1 Kenmore hosts a section of the Burke-Gilman Trail, a regional multi-use trail that connects
2 residents to Seattle and other area cities. However, for many Kenmore residents,
3 connecting from home to the Burke-Gilman Trail or other non-motorized facilities can be
4 challenging due to the topography and curvilinear streets in parts of the city. SR 522 and
5 68th Avenue NE / Juanita Drive NE create additional barriers to bicycling in Kenmore due
6 to their high traffic volumes and difficult crossings. **Figure T-6** presents Kenmore's
7 existing bicycle facilities, well as average bicyclist volumes (2022) at key intersections
8 during the 2-hour evening peak for vehicular traffic.

1 **Figure T-6: Existing Bicycle Facilities and Volumes**



2

Many Kenmore residents and employees use public transit for trips around and outside of the City. Public transit in Kenmore consists of fixed-route and dial-a-ride bus service provided by Metro and Sound Transit. Metro also provides on-demand, point-to-point transportation between south Kenmore, North Kirkland, and downtown Bothell. The Northshore Senior Center also provides door-to-door shuttle service to many of its patrons.

Figure T-7 and **Table T-2** display the Spring 2019 transit routes serving Kenmore, average daily boardings at each stop, and park and ride utilization. These volumes reflect a high level of bus ridership in the City, particularly on routes that serve SR 522. SR 522 and the corridor south of SR 522 currently served by Route 225 (previously served by Routes 234 and 244) have been designated as high capacity transit lines by PSRC. The Kenmore Park and Ride and the park and ride at the Vine Church, both located on SR 522, were 100 and 96 percent full, respectively, on an average weekday. As shown, there was no service in the City north of SR 522/NE 181st Street.

Transit ridership declined dramatically throughout the Puget Sound region during the COVID-19 pandemic. Metro and Sound Transit reduced service levels across their networks, including the elimination of several routes in Kenmore. Additionally, both transit agencies restructured several routes that serve the city in conjunction with the opening of the North Link light rail extension in October 2021. Sound Transit Route 522, which previously provided service between Woodinville and downtown Seattle, was revised to serve the Roosevelt Link station. This change required riders to transfer to light rail to continue to downtown Seattle. A new peak only route, Route 320, was created, providing service connecting Kenmore to the Northgate Link station, South Lake Union, and downtown Seattle. Fall 2021 ridership in Kenmore is summarized in **Table T-2**.

Table T-2. Bus Service in Kenmore

Route	Service Type	2019 Average Daily Weekday Spring Boardings	2021 Average Daily Weekday Fall Boardings
225	All Day	N/A	100
234	All Day	249	N/A
243	Peak Only	1	N/A
244	Peak Only	28	N/A
309	Peak Only	110	N/A
312	Peak Only	440	N/A
320	Peak Only	N/A	21
331	All Day	98	72
342	Peak Only	36	8
372	All Day	527	204
522	All Day	680	154
981	DART	1	2

Source: King County Metro; Routes 234, 243, 244, 309, and 312 were discontinued in Fall 2021.

Figure T-7: Existing Transit Routes, Facilities, and Boardings (2019)



1 Washington State's Freight and Goods Transportation System (FGTS) classifies the
2 state's freight corridors by modes based on annual freight tonnage moved through truck,
3 rail and waterway freight corridors. Goods movement in Kenmore runs predominantly
4 along the City's major arterials of 68th Avenue, NE 170th Street, Simonds Road NE, and
5 SR 522. Because 68th Avenue provides the only Sammamish River crossing option in
6 Kenmore, this roadway plays a particularly important role in facilitating commerce. FGTS
7 classified routes in the City of Kenmore are shown in **Figure T-8**.

8
9 Beyond these primary routes, delivery vehicles use many other streets to reach their final
10 destination. For example, although it is not an FGTS classified route (and thus not
11 displayed on **Figure T-8**), NE 175th Street sees a fair amount of freight traffic due to the
12 nature of the surrounding land uses it serves. Additionally, a wide array of freight
13 companies provide deliveries to residents and businesses using all types of roadways,
14 including local streets.

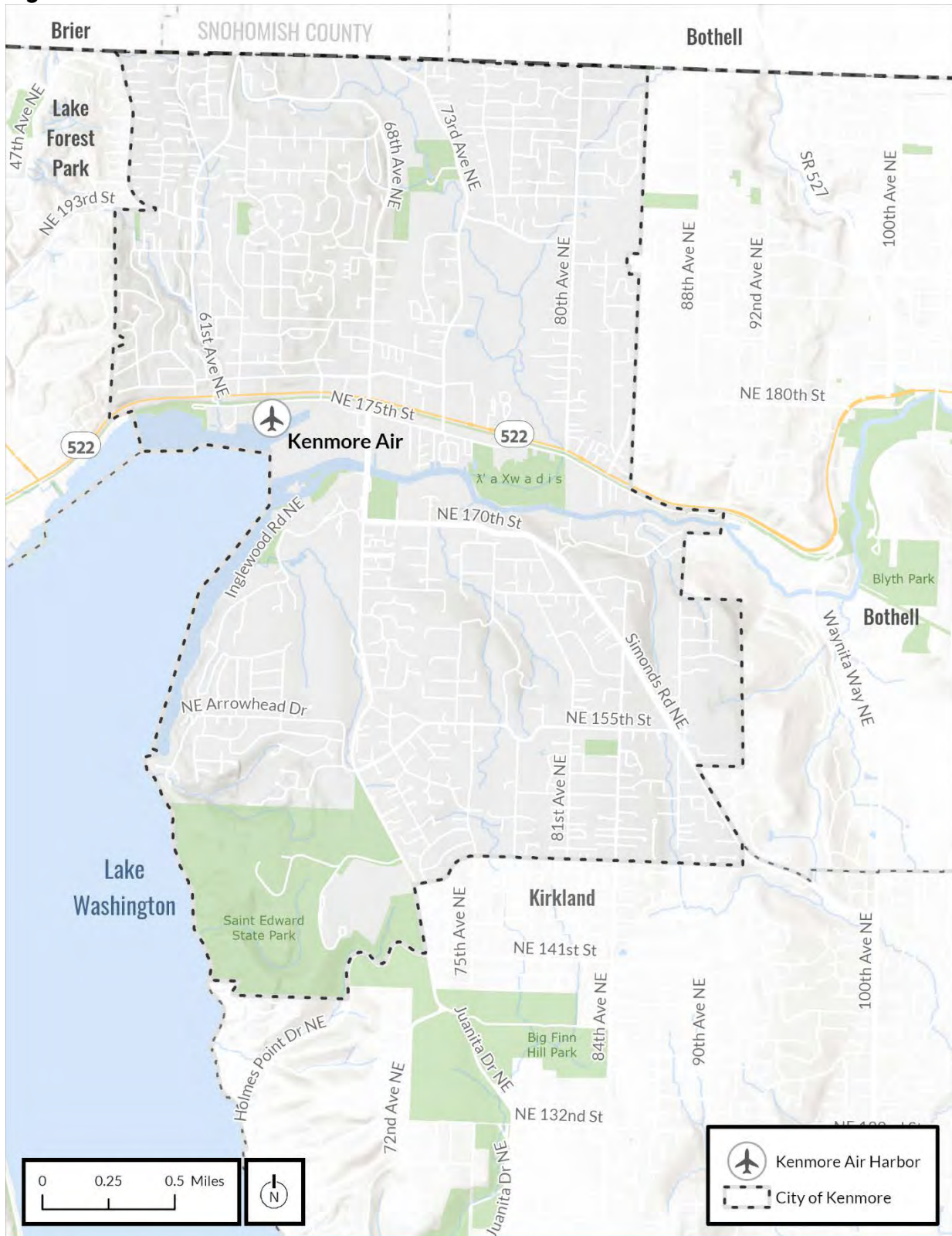
15
16 The Kenmore Air Harbor is also a facility of the City's transportation network. The location
17 of the Kenmore Air Harbor is displayed on **Figure T-9** and a description of its area, fleet
18 size, operations, and travel take-off and landing areas on Lake Washington and general
19 aircraft flight paths used on take-off and landing can be found in the Land Use element.

1 **Figure T-8: WSDOT FGTS Classified Truck Routes**



2

1 **Figure T-9: Kenmore Air Harbor**



Data Sources: City of Kenmore, WSDOT, King County, Mapbox, OpenStreetMap

Parametrix

1 Most Kenmore residents (about 68 percent) choose motor vehicles as their primary mode
2 of transportation to work. Moreover, many more non-resident travelers pass through the
3 City on SR 522 / 68th Avenue / Juanita Drive / Simonds Road. Severe congestion during
4 peak hours illustrates this issue with many intersections experiencing long delays (see
5 **Figure T-10**).

6
7 Analysis of Kenmore's congestion for motorists is based on the traffic counts collected
8 in January 2022. Since March 2020, traffic volumes have decreased in response to
9 COVID-19 related initiatives. As future traffic volumes are built from forecasting from
10 baseline conditions, the goal is to model an existing 2022 baseline condition that best
11 reflects overall trends from the past several years. Overestimating volumes can lead to
12 future forecasts that may be too high, potentially leading to infrastructure that is overbuilt
13 for future conditions. Conversely, underestimating baseline conditions could lead to
14 future forecasts that may be too low, leading to infrastructure that would be potentially
15 underbuilt for future conditions.

16
17 To monitor changes in travel volumes related to the COVID-19 pandemic, the City of
18 Kenmore collected weekly travel data between May 2020 and August 2021. The data
19 shows as of August 2021, the annual average daily traffic volumes in 2021 were 7 percent
20 lower than 2019 volumes. Therefore, to be conservative, traffic counts collected in
21 January 2022 for this analysis were adjusted upward by 7 percent.

22
23 To understand the level of congestion experienced during the evening commute, 19
24 intersections were evaluated based on their ability to accommodate PM peak hour
25 demand in their existing configuration (number of lanes, traffic control, etc.). As noted
26 previously, the peak volumes for vehicles, pedestrians, bicyclists, and transit can occur
27 during different times by location. The PM peak period in Kenmore generally ranges
28 between 3:00 PM and 6:00 PM. The PM peak period for each analyzed intersection is
29 summarized in **Appendix D-1**. Based on this analysis, intersections were scored into one
30 of six LOS categories that describe their operations in terms of vehicle delay. **Table T-3**
31 describes the LOS definitions laid out in the Highway Capacity Manual 6th Edition
32 (Transportation Research Board, 2016), which is the methodology currently applied to
33 Kenmore's transportation network.

Table T-3. Level of Service Definitions

Level of Service	Description	Average Control Delay at (seconds per vehicle)	
		Signalized/Roundabout Intersections	Unsignalized Intersections
A	Free-flowing conditions.	< 10	< 10
B	Stable operating conditions.	> 10 and < 20	> 10 and < 15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.	> 20 and < 35	> 15 and < 25
D	High density of motorists, but stable flow.	> 35 and < 55	> 25 and < 35
E	Near-capacity operations, with speeds reduced to a low but uniform speed.	> 55 and < 80	> 35 and < 50
F	Over capacity, with delays.	> 80	> 50

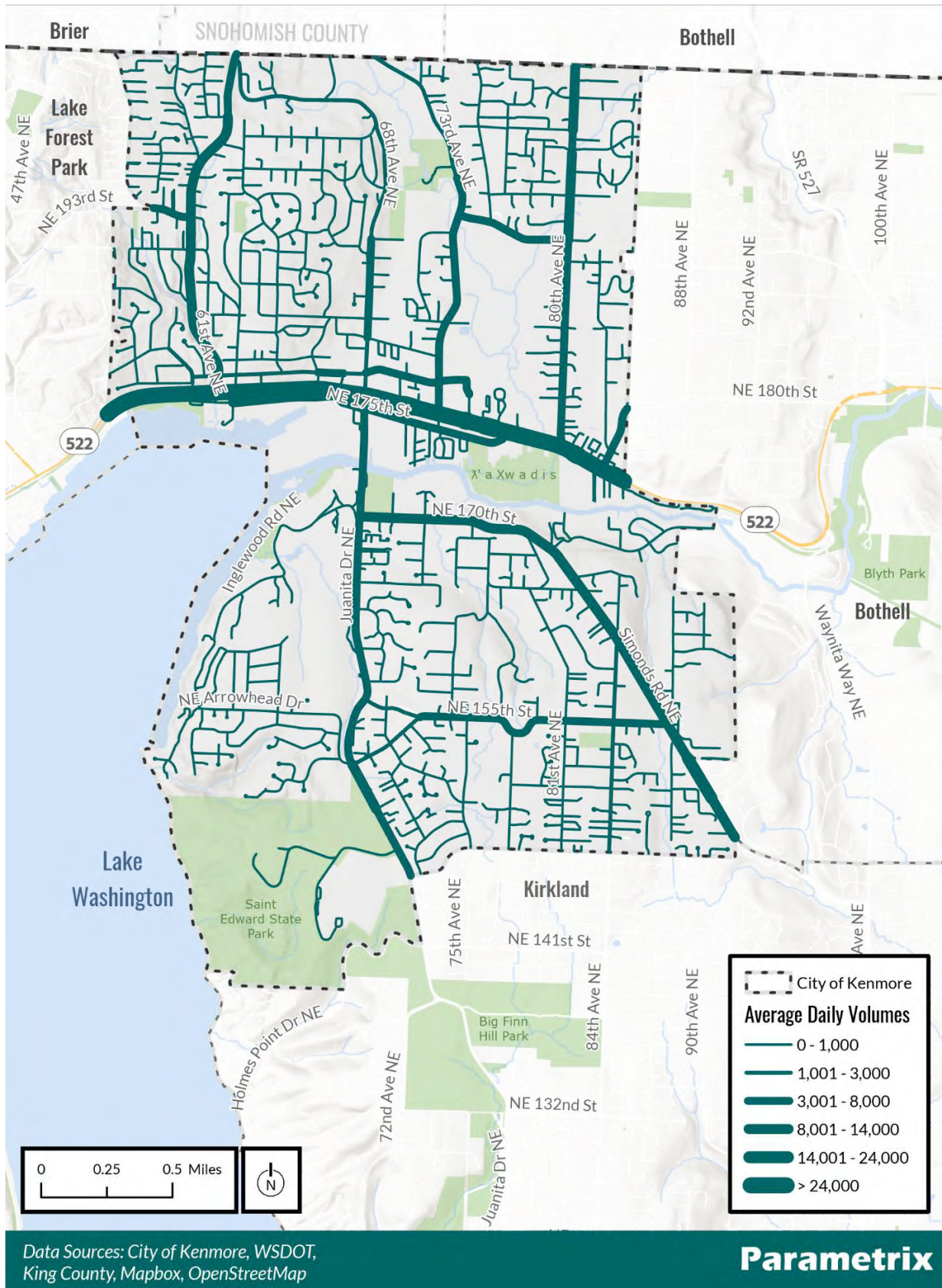
The City's LOS policy sets the following standards for its roadways:

- Major Arterials – LOS E or better
- Minor Arterials and collectors – LOS D or better
- Local roads – LOS C or better
- Roadways in Kenmore Countywide Growth Center
 - o Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - o Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

It should be noted that as a highway of statewide significance, SR 522 is exempted from the City's LOS standards.

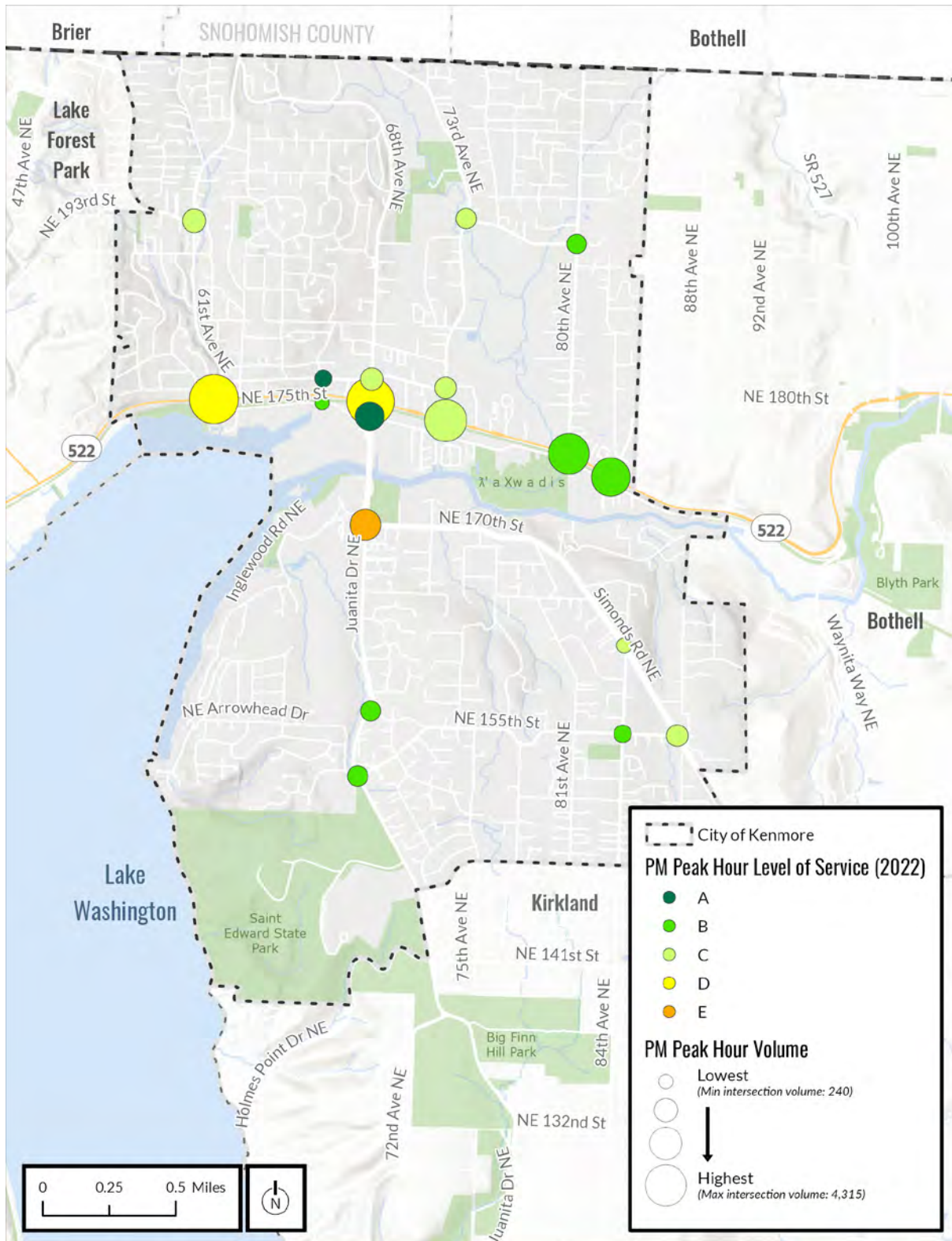
Figure T-10 shows weekday traffic volumes and **Figure T-11** shows the calculated LOS at each of the 19 intersections. As the figures show, Kenmore's major arterials see high traffic volumes and lower levels of service. Detailed reports of LOS are available in **Appendix D-1**.

1 **Figure T-10: Auto Average Daily Volumes**



2

1 **Figure T-11: AutoLevel of Service and Volumes**



2

Current Challenges and Observations

The City of Kenmore has several important challenges to face as it prepares for future growth and the development of its downtown core. Although Kenmore continues to invest in its multimodal transportation system, motor vehicle travel dominates the City's transportation framework currently and many travelers view Kenmore as a "pass-through town." Kenmore is planning to be a walkable, bikeable, high-capacity transit community with a vibrant downtown and addressing the following transportation challenges will be a key to the City's success:

- Safety and comfort, especially for pedestrians and bicyclists
- Transit availability and access to high capacity transit
- Limited connectivity for all users

Bicycle and Pedestrian Safety

Since 2017, Kenmore has experienced nearly 175 traffic collisions per year. Of the 871 collisions in Kenmore from January 2017 to August 2021, 325 occurred on SR 522 and 207 occurred on the 68th Avenue / Juanita Drive corridor – 61 percent of the total city-wide.

Highlighting this issue, the period from Winter 2017 through Summer 2021 saw 41 crashes that involved vehicles hitting pedestrians and bicyclists, including one pedestrian fatality. **Figure T-12** displays traffic crashes for all modes within the City, **Figure T-13** shows injury severity and **Figure T-14** shows crashes involving bicycles and pedestrians over a five-year period spanning 2017-2021.

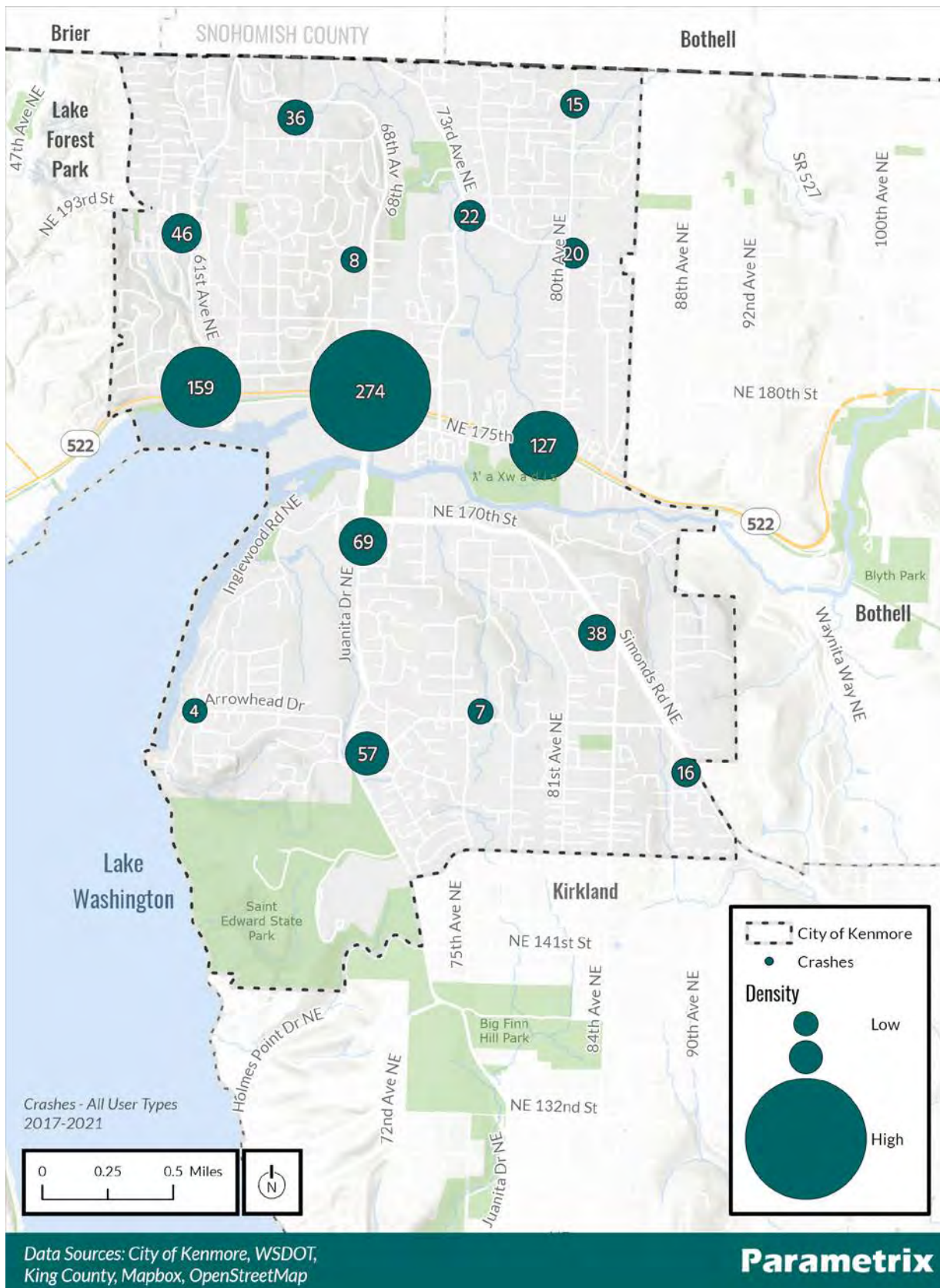
Crash severity is categorized by WSDOT into the following five categories:

- **Fatal Injury:** Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
- **Suspected Serious Injury:** Any injury other than fatal which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10 percent or more of the body); or unconsciousness when taken from the crash scene.
- **Suspected Minor Injury:** Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
- **Possible Injury:** Any injury reported or claimed which is not a fatal injury, suspected by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

Comprehensive Plan

- 1 • No Apparent Injury: Situation where there is no reason to believe that the person
- 2 received any bodily harm from the motor vehicle crash. There is no physical
- 3 evidence of injury and the person does not report any change in normal function.

1 **Figure T-12: Crash Density**



2

2



1 **Figure T-14: Crashes Involving Bicycles and Pedestrians**

2

The City of Kenmore's Target Zero Initiative was adopted in April of 2014. The goal of this program is to achieve zero pedestrian and bicyclist fatalities and serious injuries in Kenmore by 2025 by increasing awareness of pedestrian, bicyclist, and driver safety issues. The City works toward its Target Zero goal by engaging the Three E's: Engineering, Enforcement, and Education. These efforts include creating safer pedestrian and bicycle pathways, offering helmets at a low price, educating bicyclists, pedestrians, and drivers through events and pamphlets, offering safety vests annually at no charge (while supplies last), and enforcing traffic safety laws for all road users - among many other citywide improvements.

Kenmore has made many pedestrian improvements in recent years as the City strives for a more walkable/bikeable city. Sidewalk and crosswalk improvements along SR 522 have created a better environment for pedestrians moving around the City's commercial areas and connecting with public transit services or the Burke Gilman Trail. There are seven pedestrian actuated crossings that are also Americans with Disabilities Act (ADA) compliant. Four are located near SR 522 and 61st Avenue NE and three are located near Juanita Drive and NE 170th Street.

The Burke-Gilman Trail provides a major bicycle route through Kenmore and is a major asset to the community for both transportation and recreational purposes. Creating safer and more attractive connections from neighborhoods to the trail will encourage residents to make more walking and biking trips and visitors to patronize local businesses near the trail.

As a part of Walkways & Waterways, a voter-approved bond passed in 2016, the 68th Avenue/Juanita Drive corridor received pedestrian and bicycle safety treatments:

- (1) Juanita Drive NE Pedestrian and Bicycle Safety Improvements: 1.5 miles of new sidewalk on the east side of Juanita Drive from 143rd Street to NE 170th Street, buffered bicycle lanes in each direction, bus stop improvements, improved lighting, and some traffic signal modifications.
- (2) The 68th Avenue NE Pedestrian and Bicycle Improvements: 1.5 miles of new sidewalk on one side of 68th Avenue NE from NE 182nd Street to 61st Place NE, new bicycle lanes in each direction, and lighting improvements.

In addition to the Walkways and Waterways projects, several other projects were initiated and completed that provided sidewalk and/or bicycle safety treatments:

- (1) The West Sammamish River Bridge Replacement Project: New sidewalk and bike facilities on the west side of the road between NE 170th Street and NE 175th Street, lighting improvements and some traffic signal improvements.
- (2) SR522 West A Project: New sidewalk on the north and south side of SR522 from 61st Avenue NE to 65th Avenue NE along with street lighting and traffic signal improvements.
- (3) Simonds Road Overlay: New bike lanes added from 92nd Avenue NE to 84th Avenue NE.

(4) 62nd Avenue NE Sidewalk Project: New sidewalk on the east side of 62nd Avenue NE from SR522 to 185th Avenue NE.

(5) NE 181st Street Sidewalks: New sidewalk along the north and south side of NE 181st from 68th Avenue NE to 73rd Avenue NE and new sidewalk on the north side from 65th Avenue NE to 67th Avenue NE. Improvements included new street lighting.

(6) 73rd Avenue NE Overlay: New bike lanes added from NE 181st St to NE 192nd St.

(7) NE 153rd Street Sidewalks: New sidewalks on the south side of NE 153rd Street from 70th NE to Juanita Drive.

Transit Availability and Access to High Capacity Transit

Many people use public transit in Kenmore, as evidenced by 2019 ridership and park-and-ride occupancy levels. The opening of the Lynnwood Link light rail extension in 2024, particularly the Shoreline South/148th Street station, will provide an opportunity to greatly expand options for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's BRT Stride service on SR 522, planned for implementation in 2026, will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405. There are no planned improvements to parking capacity in Kenmore, by Sound Transit or Metro, until 2034. Robust local transit options and nonmotorized access improvements that connect Kenmore neighborhoods to bus service on SR 522 will be critical components to facilitating reliable access to these regional transit investments.

Kenmore is also interested in creation of a Metro-operated water taxi route that would connect the City to destinations along Lake Washington and Lake Union, providing another transit option for residents to access this regional employment and education center.

Service cuts are likely to hurt public transit as an attractive travel mode so the City should closely monitor these developments and advocate for its desire to maintain quality service. Additionally, infrequent or poorly timed service connections might further dissuade residents from using transit if it does not provide a fast and reliable trip compared with auto travel. While Kenmore cannot control transit service levels, the City's land use vision is designed to create a supportive environment for transit.

Limited Nonmotorized Connectivity

The existing transportation network in Kenmore was developed with limited facilities that can accommodate travel across the City. The 68th Avenue Bridge is the only public crossing over the Sammamish River in the City and currently acts as one of Kenmore's most congested points for all roadway users. In 2022, the City completed replacement of the southbound bridge, which included construction of new sidewalk and bicycle facilities on the west side of the road between NE 170th Street and NE 175th Street. Even with the

bridge improvements, the intersection with SR 522 frequently backs up traffic for long stretches during peak hours.

Similarly, SR 522 serves as another major barrier to north-south connectivity. Its wide cross-section and limited number of signalized crossings affect all modes of travel, particularly pedestrians and cyclists. Additional signalized mid-block pedestrian crossings where warranted would improve crossing options for nonmotorized travelers.

East-west travel is also challenging, particularly north of SR 522 east of 73rd Avenue NE. A lack of walkways or paths for non-motorized users results in long, circuitous routes for pedestrians and cyclists wishing to travel in this area. Development of new non-motorized facilities could help to provide these connections.

Trends

Aside from existing conditions and challenges, there are other factors that will affect Kenmore's transportation system. Growth in downtown Kenmore and throughout the region generally plays a role in how the City will plan the improvements to its transportation network for the future.

Transportation Related Climate Impacts

The City of Kenmore's CAP establishes a multi-faceted approach for reducing greenhouse gas (GHG) emissions associated with transportation. The CAP describes policies, programs, and infrastructure investments that will help the City achieve its goal of net zero GHG emissions by 2050. Changes to municipal operations, construction of dense, mixed-use, and transit-oriented development (TOD), reduced single-occupancy vehicle (SOV) trips, and incentives for drivers to use electric vehicles (EVs) are the key transportation-focused strategies included in the CAP.

Downtown Development

In 2021, King County updated the 2021 Countywide Planning Policies to include a new category—Countywide Growth Centers—with zoned densities that support high capacity transit along existing or planned transit corridors. Designated countywide growth centers make efficient use of urban land by sufficiently providing housing, employment, and services in a compact form and density near the high capacity transit areas. Additionally, designated countywide growth centers use strategies to mitigate identified displacement impacts of residents and businesses, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees; low-income populations; people with disabilities; and other communities at greatest risk of displacement.

In 2026, Downtown Kenmore **is preliminarily was** designated as a Countywide Growth Center. Policies focus on mixed use, higher density development, including affordable housing, in the downtown area as it develops along the SR 522 high capacity transit corridor. Future redevelopment will add mixed use projects to provide housing, dining, shopping, and

1 other services in the downtown. These land uses will generate additional travel in the
2 downtown area and, while many people will be able to walk or use public transit for these
3 trips, the transportation network must be able to support this concentrated growth.

4 5 **Regional Growth**

6 Regional development outside of the City itself is the other major aspect of growth
7 affecting Kenmore by 2044. South Snohomish County, Bothell, and Woodinville are all
8 expected to add a substantial number of residents and jobs during this time period and
9 many of them travel through Kenmore en route to other regional destinations. The
10 continued tolling of SR520 bridge and expected regional growth south of Kenmore are
11 likely to have a continued impact on SR522.

Kenmore Travel Demand Forecasting

The GMA requires that the Transportation Element supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of the work was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Kenmore's transportation network. A description of the travel demand modeling process is summarized below with more detail about land use assumptions in **Appendix D-2**.

- **The Tool.** The PSRC regional Activity Based Travel Demand model was used for travel demand forecasting.
- **Estimate Land Use Growth in the City.** The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates the growth throughout Kenmore based on adopted zoning, observed development patterns, and other city policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on direction from PSRC. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Kenmore's streets.
- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.
- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, forecasts were refined to reflect the more walkable, urban characteristic planned for Kenmore's downtown, by recognizing that some short trips could be made by walking and biking, rather than driving. Moreover, travel patterns were refined to reflect existing driver preferences, including recognizing the relative attractiveness of the Simonds Road / 170th Corridor over Juanita Drive.

GOALS, OBJECTIVES, AND POLICIES

Kenmore has established eight goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while objectives and policies lay out specific actions. The consolidated set of goals, objectives, and policies is included in this chapter.

GOAL 1. PROVIDE A COMPREHENSIVE TRANSPORTATION NETWORK THAT SAFELY ACCOMMODATES LOCAL AND REGIONAL TRAVEL FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS, AND MOTORIZED VEHICLES.

OBJECTIVE 1.1: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as State Highways, Major Arterials, Minor Arterials, Collectors, and Local Roads.

Policy T-1.1.1: Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, recreational travel, property and business access, and parking, regardless of mode.

Policy T-1.1.2: Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for pedestrians, bicyclists, transit, and automobiles. Prioritize non-motorized connections to reinforce the City's vision of a pedestrian-friendly and robust downtown.

Policy T-1.1.3: New development should be consistent with the Future Roadway Network. Cul-de-sac construction should require the approval of the City Engineer. Pedestrian facilities identified in the City's Sidewalk Priority Network should be prioritized using the Pedestrian Facilities Plan. Bicycle facilities should be considered for streets identified within the Bicycle Priority Network.

Policy T-1.1.4: Coordinate with park-and-ride and transit service providers to reinforce the City's designation as a high capacity transit community, attracting residential and employment densities that support ridership along the high capacity corridors. Pursue improvement projects that are consistent with the Layered Network and which benefit transit users in Kenmore.

Policy T-1.1.5: Continue to enhance the City's Layered Network by using the following methods:

- a. Require dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development or where shown on the Future Roadway Network;
- b. Request donations of rights-of-way to the public;
- c. Purchase rights-of-way in accordance with State laws and procedures
- d. Acquire development rights and easements from property owners; and
- e. Implement traffic impact fees with new development consistent with the City's Traffic Impact Analysis Guidelines to allocate funding for new multimodal facilities.

Policy T-1.1.6: Maintain criteria to consider street vacations. Criteria should address:

- a. State laws regarding street vacations;
- b. Consistency with the Layered Network, including the effects of the street vacation on existing and future circulation;
- c. Ability to utilize excess right-of-way for other public purposes such as parks, recreation, waterfront access, viewpoints, stormwater management, or affordable housing;
- d. Public benefit of the street vacation; and
- e. Fair compensation.

OBJECTIVE 1.2: Design and maintain transportation facilities consistent with the community vision.

Policy T-1.2.1: Consider the environmental consequences of street design standards and maintenance practices. Design City-sponsored transportation projects to minimize impacts to wildlife habitat, the environment and water quality to the greatest extent feasible. When preparing City-sponsored transportation project designs or reviewing development proposals, the City should follow steps outlined in the *Street Planning Toolkit (Figure T-15)*.

Policy T-1.2.2: Require new development to minimize and consolidate access points along all major and minor arterials, especially along SR 522 and any new arterials that may be developed. Coordinate this effort with local businesses, property owners, and WSDOT.

- 1
2 Policy T-1.2.3: Protect rights-of-way from encroachment by structures, fences,
3 retaining walls, substantial landscaping, or other obstructions to
4 preserve the public's use of the right-of-way, safety, and mobility.
5 Protection methods may include minimum setback requirements for
6 property improvements allowing future roadway expansion, street
7 use agreements, and development of specific guidelines regarding
8 installation and maintenance of landscaping within the public right-
9 of-way.
10
11 Policy T-1.2.4: Maintain a right-of-way use permit application process and criteria
12 to ensure that temporary development and utility construction
13 activities do not create adverse safety, environmental, or traffic
14 impacts.
15
16 Policy T-1.2.5: Ensure pedestrian facilities are designed consistent with ADA
17 guidelines and that existing infrastructure is updated per the city's
18 *ADA Transition Plan* to accommodate users of all ages and abilities.
19 Design curb cuts, ramps, and other facilities to accommodate
20 pedestrians with a disability or mobility challenges.
21
22 Policy T-1.2.6: Implement the Street Planning Toolkit to provide uniform street
23 design and maintenance methods that enhance safety for
24 pedestrians, bicyclists, and motorists.
25
26 Policy T-1.2.7: Ensure structured parking facilities incorporate context sensitive,
27 preemptive designs that can accommodate changing parking
28 demand as a result of increased walkability in high-density areas,
29 such as downtown.
30

Figure T-15: Street Planning Toolkit

When planning for new or existing roads, the City should implement uniform designs and maintenance methods that create a safe, effective, environmentally sensitive, and welcoming transportation system for all users in line with the City's vision and Comprehensive Plan policies. Throughout this process, the City must consider the various financial and non-financial costs of development and operation of the transportation system in addition to the concerns of the users.



- Align and locate transportation facilities away from environmentally sensitive areas, consistent with other Comprehensive Plan policies;
- Minimize and mitigate significant environmental impacts whenever possible, including the incorporation of improvements, such as larger stormwater treatment facilities, to respond to the impacts of climate change. Minimize and mitigate impacts from the transportation network to the environment, terrestrial animal habitat, and aquatic habitats.
- Whenever practical, incorporate native grasses, shrubs, and trees, and drought-resistant species in the design of roads, planting strips, and medians.
- Enhance the safety of pedestrians, bicyclists, and motorists through sidewalk or other separated pedestrian facilities and on-street facility location, design, and maintenance, lighting requirements, signs, lane widths and geometrics, and access to properties using the Layered Network as a guide.
- Consider the conflicts between different users in the design of multi-purpose paths, including the use of separate paths, striping different lanes for pedestrians and cyclists, speed limits, and increased use of protected bicycle facilities on streets to provide additional options for cyclists.
- Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel.

OBJECTIVE 1.3: Improve street safety and function with a particular reference to the “Target Zero” goal (adopted City Resolution 14-235) to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.

Policy T-1.3.1: Continue to collect data on traffic speed and volume and collisions to support studies, operational changes, and designs, enhance efforts when possible.

Policy T-1.3.2: Include emergency service providers in review of roadway designs to ensure emergency vehicle passage. Design considerations include dead-end street lengths, turn-arounds, travel lane widths, maximum road grades, and parking location.

Policy T-1.3.3: Implement the City’s Target Zero strategy to focus on transportation improvements, education, and enforcement measures to improve safety conditions for pedestrians and bicyclists on Kenmore’s streets. Use the Local Road Safety Plan to identify and prioritize low-cost, quick build, effective enhancements.

OBJECTIVE 1.4: Develop a transportation system that achieves the following LOS metrics:

Policy T-1.4.1: Vehicular LOS:

- Major Arterials: LOS E or better
- Minor Arterials and Connectors: LOS D or better
- Local Streets: LOS C or better
- Roadways in the Kenmore countywide growth center
 - o Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - o Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

LOS along SR 522 and 68th Avenue (south of SR 522) / Juanita Drive will be measured as average delay at the corridor level rather than the intersection level.

Policy T-1.4.2: Pedestrian LOS as described in Table T-4, bicycle LOS as described in Table T-5, and transit LOS as described in Table T-6

Table T-4. Pedestrian LOS– Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without a buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and paved shoulders protected by a raised curb.

Table T-5. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Table T-6. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

OBJECTIVE 1.5: Perform periodic review and monitoring (every 2-4 years) of the transportation system to ensure it adequately serves existing and future land uses.

Policy T-1.5.1: Forecast travel to identify needed transportation improvements. The forecasts should:

- a. Account for expected changes in personal travel behavior, funded capital improvements, and feasibility of mode choices;
- b. Use current data and policies;
- c. Be compatible with other jurisdictions and the regional growth strategy; and
- d. Reflect the Vision Statement and land use policies.

Policy T-1.5.2: Identify the improvements and strategies needed to fully implement the City's *Layered Network* and meet LOS requirements for transportation.

Policy T-1.5.3: Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Reassess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

Policy T-1.5.4: Require construction of necessary transportation improvements from the private or public sector at the time of development or within six years of development.

GOAL 2. COORDINATE WITH LOCAL, REGIONAL, STATE, AND FEDERAL AGENCIES AS WELL AS NON-GOVERNMENTAL ENTITIES TO DEVELOP AND OPERATE THE TRANSPORTATION SYSTEM.

OBJECTIVE 2.1: Support and complement the transportation functions of the State of Washington, transit agencies, and other entities responsible for transportation facilities and services to meet Kenmore's needs.

Policy T-2.1.1: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities. This coordination will be achieved by:

- a. Participating in the transportation-related activities of King County and other advisory committees;
- b. Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs; and
- c. Making transportation decisions consistent with the City's adopted transportation plans in coordination with the State,

PSRC, transit agencies, King County, Snohomish County, and neighboring jurisdictions.

Policy T-2.1.2: Support increased transit service for the Kenmore Downtown area based upon existing and future population and employment densities. Support additional market demand for TOD along the SR 522 corridor to promote Kenmore's status as a High Capacity Transit community and provide residents with access to regional transit.

Policy T-2.1.3: Work with private property owners to create multimodal transportation options around the Downtown area to achieve a walkable city center that reinforces the community identity and provides connections to housing and community destinations.

Policy T-2.1.4: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities to minimize impacts to the environment and aquatic habitats and ensure critical infrastructure is in place to respond to both natural disasters, human-caused disasters, and climate change impacts.

OBJECTIVE 2.2: Cooperate with neighboring cities, King and Snohomish Counties, transit agencies, PSRC, and WSDOT to address regional transportation issues.

Policy T-2.2.1: In partnership with State, regional and local agencies, address regional transportation issues. These include:

- d. Regional air, rail, and water transportation facilities and services;
- e. Operation of and improvements to the State highway network, including SR 522;
- f. Improvements to roadways connecting Kenmore to the surrounding region, including SR 522;
- g. Improvements to major roadways bordering, yet having an influence upon internal traffic flows within Kenmore, including those located in Snohomish County;
- h. Improved access to I-5 and I-405 corridors and other employment corridors;
- i. Regional pedestrian and bicycle facility needs;
- j. Transit access to meet the diverse needs of residents for populations of all income levels; and

- 1 k. Consideration of last-mile connection to transit stops for local
2 and regional users.
3
- 4 Policy T-2.2.2: Work with neighboring jurisdictions to ensure that new development
5 outside of Kenmore does not unreasonably affect transportation
6 systems, transportation LOS, and the quality of life in Kenmore.
7 Utilize the following approaches:
- 8 a. Promote thoughtful planning by neighboring jurisdictions
9 consistent with comprehensive plans and the regional growth
10 strategy; and
- 11 b. Support the establishment of regional traffic planning, expanded
12 access to transit, improved non-motorized facilities, and
13 mitigation payment system.
14
- 15 Policy T-2.2.3: Coordinate transit levels of service with Metro, Sound Transit, and
16 private transit operators.
17
- 18 Policy T-2.2.4: In partnership with state and other agencies, support development
19 of a corridor plan for SR 522 to consistently maintain travel
20 conditions for all users along this route.
21
- 22 **OBJECTIVE 2.3: Ensure regional transportation improvements and services are**
23 **compatible with the Comprehensive Plan and the City's Layered**
24 **Network.**
25
- 26 Policy T-2.3.1: Continue to take a lead role in the planning, design, and
27 implementation of SR 522 improvements within Kenmore.
28 Encourage multi-agency cooperation (such as WSDOT and Sound
29 Transit) and ensure that improvements in Kenmore are coordinated
30 with adjacent communities.
31
- 32 Policy T-2.3.2: Work with the adjacent jurisdictions to coordinate planned
33 improvements along connecting roads.
34
- 35 Policy T-2.3.3: Work with WSDOT to identify and mitigate the impact that
36 reconstruction and existing and planned toll projects have on
37 Kenmore; particularly on SR 522.
38
- 39 **OBJECTIVE 2.4: Work with business leaders, private owners, and other local**
40 **organizations to support transportation efforts in reaching mutual**
41 **goals.**
42
- 43 Policy T-2.4.1: Attract and retain future development to Kenmore by directing
44 growth into its Countywide Growth Center and providing multi-modal
45 connections to downtown and equitable access to regional transit.

Policy T-2.4.2: Provide additional incentives to minimize surface parking within walkable areas, such as downtown. Ensure that regulations require appropriate parking for business customers.

Policy T-2.4.3: Provide local transit connections from the City's residential areas to the regional high capacity transit system along the SR 522 corridor.

OBJECTIVE 2.5: Position Kenmore to respond to technological innovations, such as EVs, connected/autonomous vehicles, and intelligent transportation systems.

Policy T-2.5.1: Coordinate with PSRC and other regional entities to understand regional plans for EV charging and accommodation of other alternative fuel sources.

Policy T-2.5.2: Review vehicle regulations periodically to ensure accordance with current technologies that can support Kenmore's transportation system.

Policy T-2.5.3: Keep pace with evolving technologies to understand their impacts on the financing, expansion, and evolving operational and maintenance needs for transportation facilities.

Policy T-2.5.4: Explore micromobility transportation options as an alternate transportation mode to SOVs. Implement policies and pilot programs in coordination with other jurisdictions to test their efficacy in Kenmore.

GOAL 3. PROMOTE A TRANSPORTATION SYSTEM THAT IS SUSTAINABLE FROM FISCAL, ENVIRONMENTAL, AND EQUITY PERSPECTIVES WITH PARTICIPATION FROM BOTH THE PUBLIC AND PRIVATE SECTORS.

OBJECTIVE 3.1: Emphasize priorities of the community when prioritizing transportation system improvements needed to fully implement the City's Layered Network, including safety, multi-modal mobility, access to transit, maintenance, and congestion relief.

OBJECTIVE 3.2: Regularly prepare and adopt a Six-Year Transportation Improvement Program to implement the Transportation Element.

Policy T-3.2.1: In preparation of specific planning and implementation documents, including the Six-Year Transportation Improvement Program, the City will involve the public, interested agencies, and other jurisdictions through a clearly stated process that provides

opportunities for review and comments regarding the City's priorities and recommendations.

Policy T-3.2.2: Ensure that plans consider the best available lifecycle cost of an improvement, including operation and maintenance costs; environmental, climate change, economic, and social impacts; and any replacement or closure costs.

OBJECTIVE 3.3: Leverage City resources and secure adequate funding sources for transportation improvements and services through a variety of mechanisms, including those required as a result of development.

Policy T-3.3.1: Seek to secure adequate funding sources for transportation through a variety of methods. These methods may include:

- a. Seeking federal and state funds;
- b. Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems or foster economic growth in Kenmore; and
- c. Encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet City road standards.

Policy T-3.3.2: Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements needed to accommodate development through implementation of the City's Traffic Impact Fee program, by providing additional transportation facilities and services in proportion to the impacts and needs generated by the development and encouraging developers to design projects that generate less traffic.

Policy T-3.3.3: Require traffic analyses for new development proposals consistent with the City's *Traffic Impact Analysis Guidelines* that determine the need for transportation improvements that address traffic impacts. Ensure new developments are accordant with the City's vision as a high capacity transit community.

OBJECTIVE 3.4: Ensure improvements to the transportation network occur concurrently with development.

Policy T-3.4.1: Allow development only when those proposals are concurrent with specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

OBJECTIVE 3.5: Cooperate regionally and strive locally to mitigate transportation impacts to air quality through interconnected land use and transportation strategies.

Policy T-3.5.1: Support ongoing efforts for improving air quality throughout the Kenmore area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.

Policy T-3.5.2: Support local and regional efforts to reduce vehicle emissions. Support installation of EV charging stations on local privately owned property and explore options for the development of charging facilities on publicly owned property. Reduce emissions from City fleet by implementing a green vehicle selection process, identifying green fleet resources for new or replacement vehicles, and installing electric car charging stations in City-owned facilities.

Policy T-3.5.3: Coordinate with Metro, Sound Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in Kenmore.

Policy T-3.5.4: Reduce vehicle miles traveled (VMT) of SOVs by implementing Transportation Demand Management (TDM) programs and strategies.

OBJECTIVE 3.6: Reduce impacts to water quality with new development and maintenance of the existing transportation system.

Policy T-3.6.1: Design roadway improvements to be consistent with the City's Surface Water Management Plan, CAP, and stormwater regulations. Implement, where feasible, green stormwater infrastructure to reduce stormwater runoff and minimize and mitigate water quality impacts to aquatic habitats.

Policy T-3.6.2: Determine potential surface water retrofitting or treatments that could be applied in conjunction with transportation improvements.

Policy T-3.6.3: Support expanding stormwater facilities along with new projects to accommodate stormwater runoff adjacent to the project area, when feasible, to expand treatment to undisturbed but currently untreated areas.

GOAL 4. ENCOURAGE PUBLIC TRANSPORTATION, NON-MOTORIZED TRAVEL, AND OTHER TRANSPORTATION STRATEGIES THAT REDUCE THE NEED FOR AUTOMOBILE TRAVEL, ESPECIALLY BY SOVS.

OBJECTIVE 4.1: Support expansion of transit service within Kenmore that provides connections to local destinations as well as the regional high capacity transit network.

Policy T-4.1.1: Support the implementation of Sound Transit's planned and funded regional BRT along SR 522 and prioritize investments that support high capacity transit stations.

Policy T-4.1.2: Work with Metro and other transit providers to establish local transit service that provides Kenmore residents access to the regional high capacity transit network, as well as connections to the Downtown, major commercial and mixed centers in Kenmore, and other key destinations in the City, and destinations in surrounding communities.

Policy T-4.1.3: Examine the opportunities for increasing transit service with Metro and Sound Transit with priorities tailored to meet the needs of the community by:

- a. Requiring transit facilities as mitigation where appropriate for new developments;
- b. Identifying and developing locations that are accessible to public transportation for use as park-and-pool or park-and-ride lots;
- c. Requiring adequate right-of-way, sidewalk, and roadway improvements where transit stops are located;
- d. Adopting design standards that promote safety and aesthetics in accordance with the *Street Planning Toolkit*; and
- e. Encourage development and maintenance of passenger ferry, water taxi, and or other water-based transportation services on Lake Washington to connect Kenmore to other regional destinations

Policy T-4.1.4: Maintain business access and transit (BAT) lanes on SR 522 for use by transit and business access only to encourage transit usage and improvements, and to preserve its use for transit over the long term.

OBJECTIVE 4.2: Work with local and regional transit agencies to site, size, and design park-and-ride facilities that reflect the land use vision for the areas in which they are located.

Policy T-4.2.1: Design structured parking facilities as integrated elements of mixed use developments with ground floor uses that support TOD, improve transit access to support the downtown plan, and improve and encourage non-motorized travel to and from high capacity transit areas.

Policy T-4.2.2: Explore the potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.

OBJECTIVE 4.3: Create an accessible sidewalk and pedestrian trail network linking neighborhoods, the Downtown, and key community destinations consistent with that laid out in the *Pedestrian Priority Network*.

Policy T-4.3.1: Focus early sidewalk improvements on the *Pedestrian Priority Network*. Prioritize sidewalk investments consistent with the *Pedestrian Facilities Plan*, which rank projects based on safety, community connections, network connectivity, proximity to schools, connections to opportunities, and potential population served.

Policy T-4.3.2: Prioritize implementation of the Americans with Disabilities Act (ADA) Transition Plan.

Policy T-4.3.3: Require development to provide sidewalks along one side of the roadway or pay a contribution to a sidewalk fund to complete missing links, increase pedestrian safety, and provide linkages to key destinations in accordance with the *Pedestrian Priority Network*.

Policy T-4.3.4: Design and construct accessible pedestrian facilities in accordance with the *Pedestrian Priority Network*, *ADA Transition Plan*, and street classification system.

Policy T-4.3.5: As part of the *Pedestrian Priority Network*, provide crosswalks at key locations such as in the Downtown, on SR 522 near park-and-ride lots and transit stops, near schools, and at other locations with significant pedestrian volumes.

Policy T-4.3.6: Explore opportunities to utilize undeveloped rights of way to develop and maintain safe pedestrian connections.

Policy T-4.3.7: Consider future bond measures to fund pedestrian projects that expand the pedestrian network.

OBJECTIVE 4.4: Implement a comprehensive *Bicycle Priority Network* in Kenmore.

Policy T-4.4.1: Require roadway development to include bicycle facilities in accordance with the *Bicycle Priority Network*.

Policy T-4.4.2: Prioritize future bicycle facility improvements that increase safety for bicyclists, link to key destinations, promote multi-modal trips, complete gaps in the existing bicycle system, provide linkages to the Burke-Gilman Trail and other key off-road facilities, and meet other priorities for bicyclists in Kenmore.

Policy T-4.4.3: Encourage off-road non-motorized vehicle facilities on designated trails. Promote the on-going maintenance and use of the Burke-Gilman Trail.

Policy T-4.4.4: Promote non-motorized vehicle trails in utility corridors or undeveloped rights of way where consistent with environmental constraints.

Policy T-4.4.5: Allow for a secondary pedestrian and bicycle loop around the downtown area with connections to the waterfront and high capacity transit areas.

Policy T-4.4.6: Accommodate bicycles and non-motorized vehicles in the design and management of the City's *Layered Network* in accordance with the *Bicycle Priority Network*.

OBJECTIVE 4.5: Implement programs and regulations that help reduce the use of SOVs.

Policy T-4.5.1: Create and implement development standards that:

- a. Encourage continuous, direct, convenient non-motorized linkages;
- b. Provide sufficient illumination in parking lots and along travel routes to increase visibility and security for non-motorists;
- c. Minimize front yard parking along commercial street fronts, particularly in the Downtown;
- d. Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel;
- e. Promote mixed-use development in the Downtown; and
- f. Require minimum densities through floor area ratios, employment levels, and / or business retention and expansion activities in the Downtown and major commercial areas to support transit.

Policy T-4.5.2: Implement the City's CTR Ordinance applicable to large employers in accordance with State laws.

Policy T-4.5.3: Support the goals of the PSRC's Regional TDM Action Plan to manage travel behavior and reduce vehicle trips.

Policy T-4.5.4: Encourage the use of carpools and other non-motorized modes of travel as an alternative to SOVs and implement educational programs to expand awareness of available programs.

GOAL 5. MAINTAIN THE AVAILABILITY OF SAFE AIR TRAVEL SERVICES IN KENMORE.

OBJECTIVE 5.1: Support the continued operation of the Air Harbor to provide private air transportation services to the region and community.

Policy T-5.1.1: Recognize the Kenmore Air Harbor as a business that is economically and historically significant to the community.

Policy T-5.1.2: Provide multimodal connections from Kenmore Air Harbor to downtown commercial areas.

OBJECTIVE 5.2: Plan for appropriate uses and activities in the vicinity to minimize impacts to and from the Air Harbor.

Policy T-5.2.1: In consultation with the State and the Air Harbor operator, comply with State laws requiring plans and regulations that discourage the siting of incompatible uses adjacent to the Air Harbor.

Policy T-5.2.2: Ensure plans and regulations address the Air Harbor as an allowed use and, where appropriate, acknowledge compatibility issues including height hazards, safety, and noise that can affect the long-term viability of the Air Harbor. Consider WSDOT guidelines addressing airports and compatible land use as well as guidance from the PSRC Airport Compatible Land Use Program. Allow compatible uses, buildings, or land or water activities in the vicinity that do not present safety problems to normal Air Harbor operations, or that would not be sensitive to noise from the Air Harbor operations.

Policy T-5.2.3: Support the use of non-leaded aviation fuel to reduce the risk of potential health impacts in areas near the Air Harbor.

OBJECTIVE 5.3: Work with the Air Harbor to ensure compliance with appropriate noise and safety standards.

Policy T-5.3.1: Work in partnership with the Air Harbor to address noise management and compliance with Federal, State and local noise ordinances. Consider a special overlay or property title process that identifies the noise-related impacts of the Air Harbor.

Policy T-5.3.2: Work in partnership with the Air Harbor to ensure safe operations in compliance with Federal and State aeronautic safety requirements.

GOAL 6. PROVIDE A TRANSPORTATION SYSTEM THAT FACILITATES FREIGHT MOBILITY AND ECONOMIC PROSPERITY.

OBJECTIVE 6.1: Support the efficient movement of goods in Kenmore's commercial areas to support the local economy.

Policy T-6.1.1: Consider the needs for delivery and collection of goods at local businesses by truck and ensure future transportation improvements address the needs of large trucks in accordance with the *Freight Priority Network*.

Policy T-6.1.2: Monitor commercial truck traffic to ensure use of appropriate corridors to support efficient movement of goods and safety of local streets. Utilize the WSDOT classification system to determine freight and goods movement routes.

OBJECTIVE 6.2: Accommodate local deliveries and other goods movement that are necessary to serve Kenmore residents.

Policy T-6.2.1: Work with local industries and freight companies to understand their needs for adequately moving goods.

Policy T-6.2.2: Ensure roadway improvements do not unnecessarily impede delivery vans and other small freight trucks.

GOAL 7. PROMOTE TRANSPORTATION EQUITY THROUGH SERVICES AND INFRASTRUCTURE IMPROVEMENTS.

OBJECTIVE 7.1: Promote transportation improvements that provide equitable access and benefits for all Kenmore residents.

Policy T-7.1.1: Support transportation improvements that provide broad access to jobs, healthcare, goods and services, and social opportunities.

Policy T-7.1.2: Perform periodic review and monitoring of socio-demographic, economic, and geographic population trends to identify transportation facilities and services needed for all Kenmore residents.

Policy T-7.1.3: Ensure transportation improvements do not impose external impacts on historically marginalized or underserved communities, such as increased air pollution, infrastructure costs, or crash risk.

Policy T-7.1.4: Prioritize implementation of the ADA Transition Plan

OBJECTIVE 7.2: Provide a transportation network that promotes inclusive and affordable services to all Kenmore residents, regardless of mode choice.

Policy T-7.2.1: Promote projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities.

Policy T-7.2.2: Promote inclusive transportation modes and accessible community development that provide basic mobility to historically marginalized or underserved communities.

Policy T-7.2.3: Incorporate environmental justice criteria into the transportation improvement program review process to identify disproportionate effects on historically marginalized or underserved communities.

OBJECTIVE 7.3: Promote collaborative planning processes through authentic, active partnerships with historically underrepresented community groups.

Policy T-7.3.1: Work with historically marginalized or underserved communities and local organizations to identify transportation facilities improvements.

Policy T-7.3.2: Recognize and support individuals or groups who have historically been underrepresented in transportation planning and/or infrastructure development, such as people of color, indigenous and immigrant populations, to identify and correct structural or system inequities in the transportation network to promote social justice.

GOAL 8. SUPPORT TRANSPORTATION INVESTMENTS THAT MINIMIZE, MITIGATE, AND RESPOND TO THE EFFECTS OF CLIMATE CHANGE.

OBJECTIVE 8.1: Balance transportation demands with environmentally sustainable growth strategies consistent with the City's CAP to minimize long-term climate impacts.

Policy T-8.1.1: Prioritize dense, mixed-use, and transit-oriented development to reduce SOV travel and GHG emissions.

OBJECTIVE 8.2: Reduce VMT by promoting alternative transportation modes and access to high capacity transit.

Policy T-8.2.1: Implement TDM programs and strategies that facilitate transit use.

Policy T-8.2.2: Prioritize infrastructure improvements that include new bicycle and pedestrian connections through project selection.

Policy T-8.2.3: Provide amenities that support bicycle and pedestrian users, such as bike storage, bike parking, and wayfinding signage near the downtown area.

Policy T-8.2.4: Provide educational and encouragement programming that improves public awareness of Kenmore's bicycle and pedestrian networks.

FUTURE TRANSPORTATION SYSTEM

Kenmore envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways that connect neighborhoods and provide access to transit. This section describes Kenmore's vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this element, most of the improvements are focused on the development of a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City's vehicular LOS standard, most of the future improvements focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users.

Introduction to the Layered Network

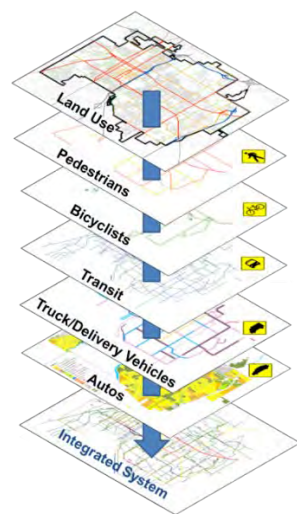
It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. Accommodating all users and modes could result in wide or large roadways that are expensive to develop and maintain and do not necessarily reflect the neighborhood character. Alternately, trying to minimize roadway widths and infrastructure costs can result in a lack of facilities and thus less safe conditions for users.

In response to this challenge, the City of Kenmore has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. This approach promotes a balanced transportation system to serve diverse user needs including sidewalk and bicycle

investments, improved access to transit, and roadway improvements for vehicles. **Figure T-16** illustrates the concept of a layered network.

The City implements this layered network through a system of roadway typologies that define each street's user priorities and associated infrastructure needs.

Figure T-16: Layered Network Concept



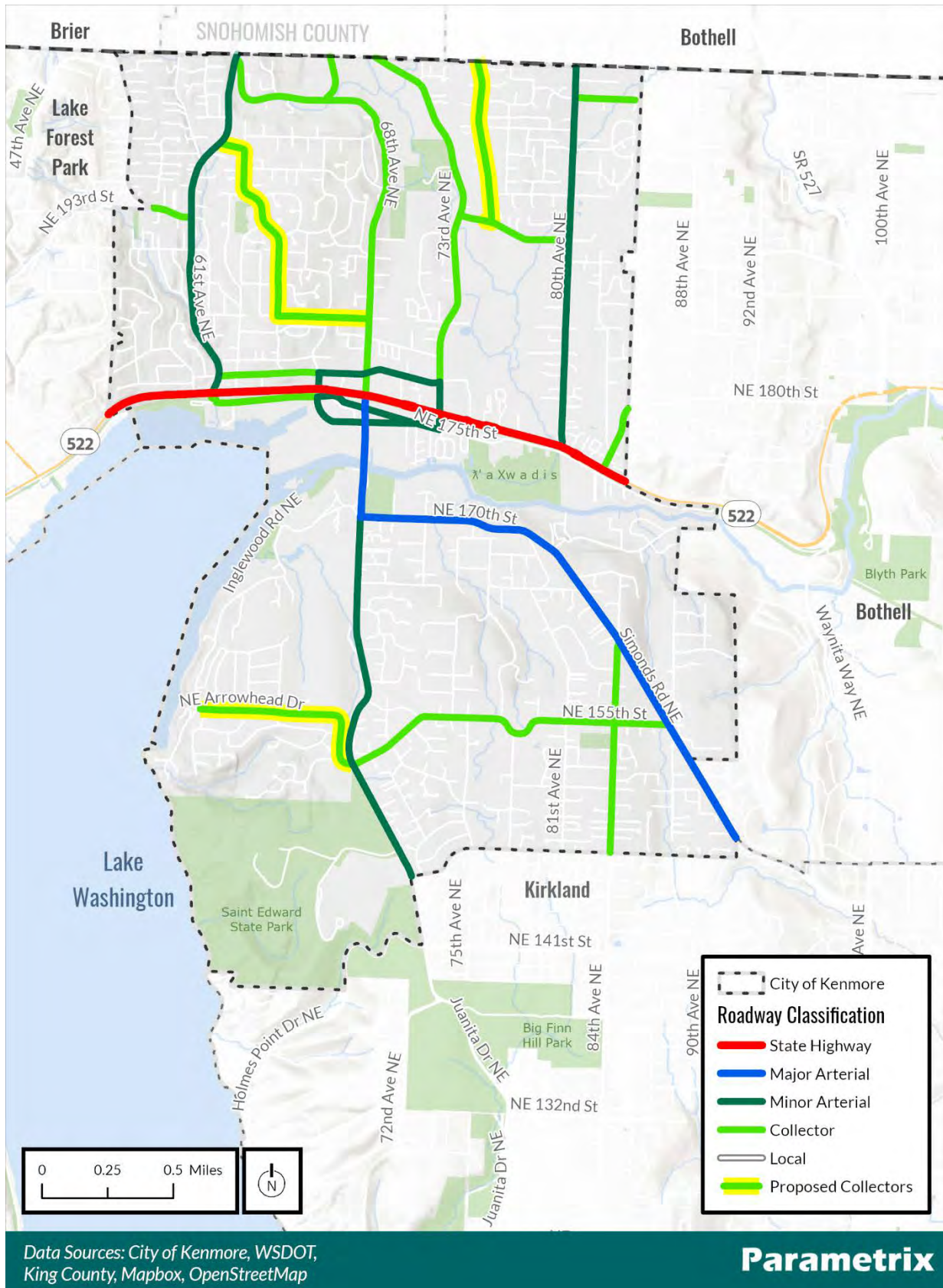
Roadway Typologies

The following street typologies dictate the form and intended functions of roadways in Kenmore. While some roadways are intended to serve regional travel and vehicle circulation, other facilities provide safe options for a more multimodal user base. A description of each roadway type follows and detailed fact sheets are available in **Appendix D-3**.

The roadway types are as follows and are displayed in **Figure T-17**. In addition to existing classifications, **Figure T-17** displays roadways proposed for reclassification from Local to Collector.

- State Highway/Major Arterial – Most conducive for crosstown trips and focus on transit, freight, and auto mobility.
- Minor Arterial – Signals the entry into a higher-density commercial or residential zone. Emphasizes multimodal interactions and travel experience.
- Collector – Provides a connection between local streets and arterials for a safe travel experience for bicycles and pedestrians.
- Local Street – Prioritizes local access (driveways, on-street parking) and pedestrian travel. Bicycles share the roadway.

1 **Figure T-17: City's Street Network**



2

Modal Networks

Each roadway type focuses on and prioritizes a different balance of users, both in terms of trip purpose and travel mode. The transportation network in Kenmore was developed by identifying desirable roads for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the priority networks for each mode and establish their LOS standards.

Walking

While Kenmore's local streets generally tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the City's state routes, arterials, collectors, and some local streets do warrant pedestrian infrastructure. **Figure T-18** highlights the Pedestrian Priority Network, indicating whether pedestrian infrastructure should be provided on both sides or one side of the street. The Pedestrian Facilities Plan identifies prioritized sidewalk projects throughout the city based on extending the existing sidewalk network, connections to the existing sidewalk network, and creating sidewalk on both sides of arterial and collector roads.

Building on the Pedestrian Priority Network above, **Table T-7** establishes the LOS standard for pedestrian facilities around the City. The best LOS for walking, indicated as the green standard, would provide walkways with buffers as shown in the Pedestrian Priority Network. The yellow LOS standard, which meets the basic needs for safe walking around the City, requires sidewalks or paved shoulders protected by raised curbs on one side of all the streets called out in the Pedestrian Priority Network. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City's LOS for walking. The pedestrian LOS standard does not pertain to local streets, as low-volume roadways may be adequate for pedestrians without separated facilities based on their characteristics and should be evaluated on a case-by-case basis.

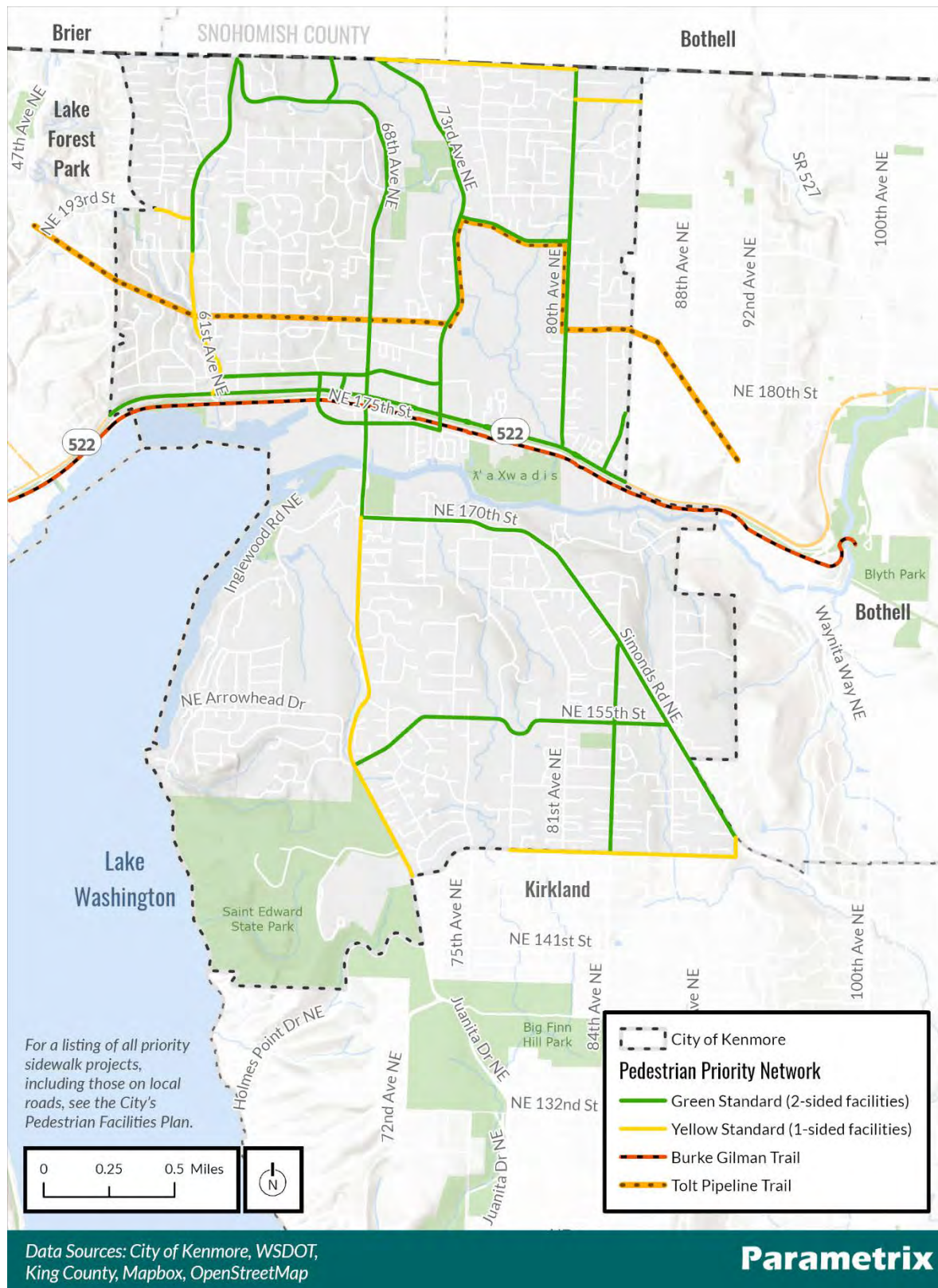
In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown and within ½ mile of schools, the City looks to provide enhanced crossings at regular intervals

Table T-7. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

1 **Figure T-18: Pedestrian Priority Network – Future Vision**

2

Bicycling

Kenmore already sees significant levels of bicycling along the Burke-Gilman Trail and Juanita Drive, which serve as major commuter and recreational corridors. Connecting to these routes from other areas of the City can be difficult, however, due to challenging topography and limited through streets in some neighborhoods. Key mobility corridors for bicyclists include 68th Avenue / Juanita Drive / Simonds Road which have buffered bicycle facilities.

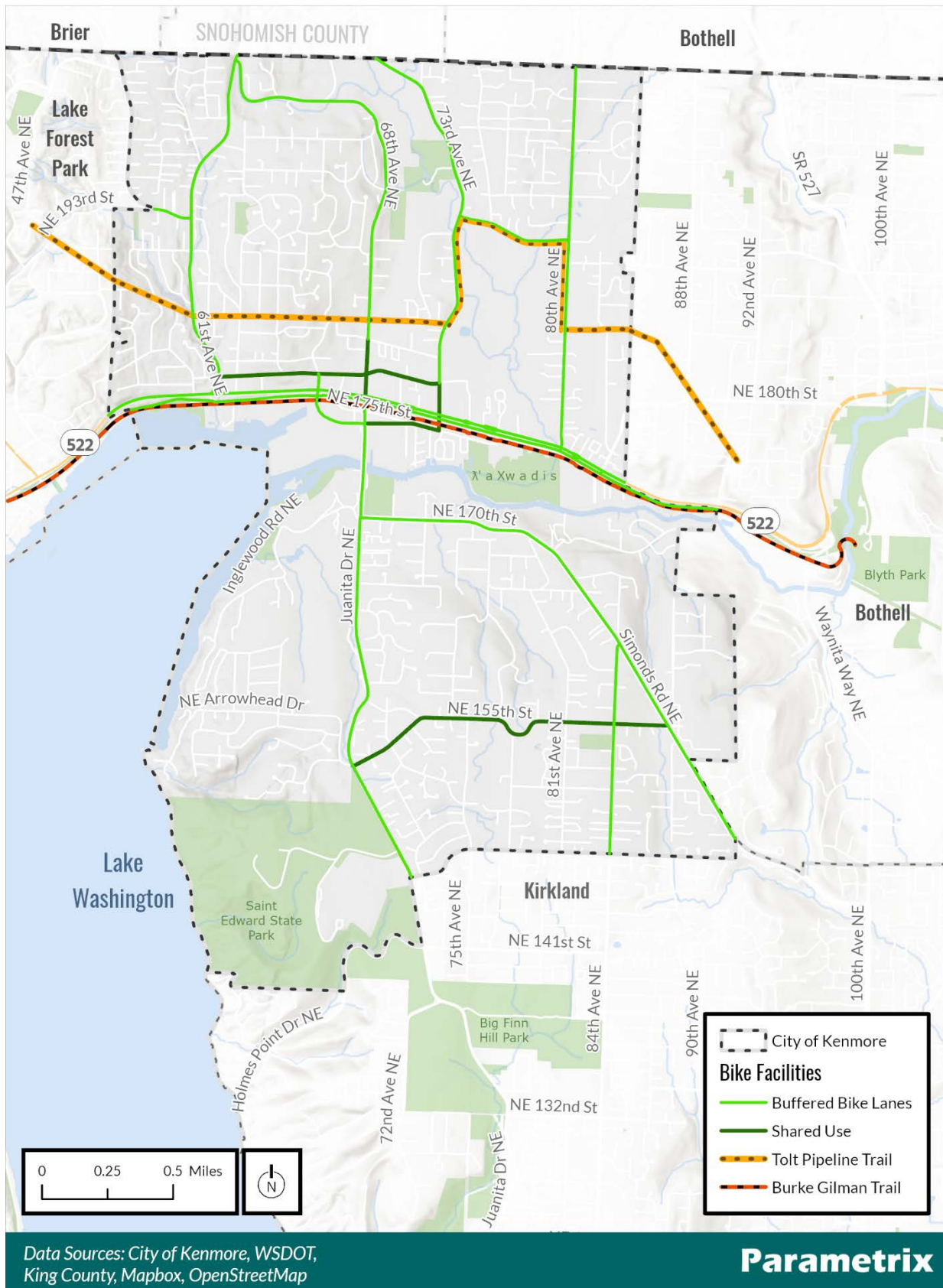
Similar to Pedestrian LOS, the City of Kenmore can strive for the green LOS for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City plans to provide the yellow LOS by installing some sort of bicycle infrastructure on the streets identified in the Bicycle Priority Network (see **Figure T-19**). These facilities would be signed bike routes. Incomplete or missing bicycle facilities would fall into the red standard and not meet the City's LOS for bicycling. The LOS standards for bicycle facilities are described in **Table T-8**.

Table T-8. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

1 **Figure T-19: Bicycle Priority Network – Future Vision**



2

Transit

Transit operations are out of the City's direct control, but Kenmore can still aim to create corridors that are welcoming to transit. The Transit Priority Network identifies the corridors that the City should focus their efforts on and is shown in **Figure T-20**. The City can improve the transit user's comfort and safety by providing:

- Street lighting
- Right of way for bus shelters and benches or requiring installation of transit facilities as a condition of private development
- Safe routes for accessing transit stops

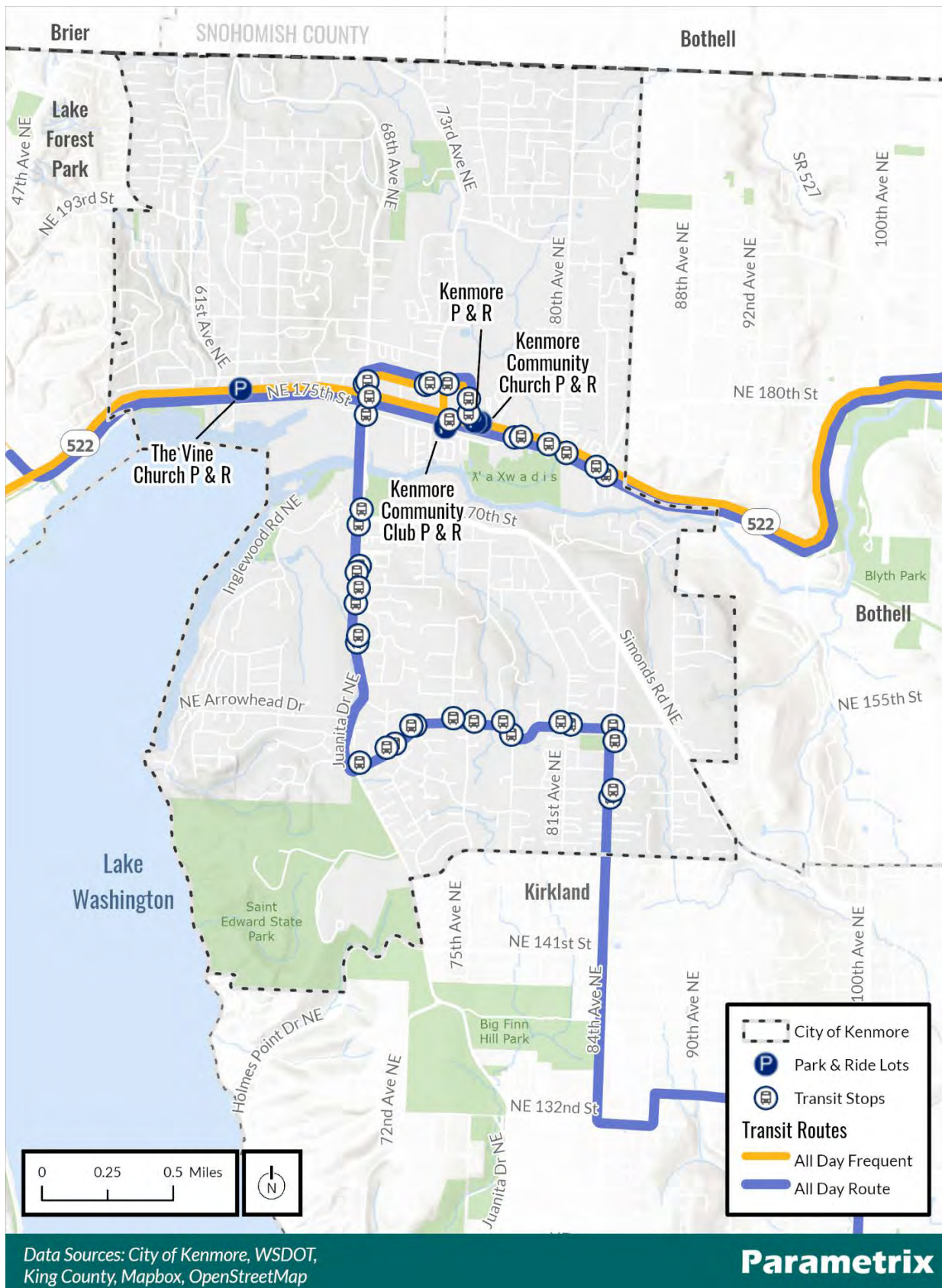
Kenmore's transit LOS is defined based on the amenities, access, and service frequencies discussed above. The City can achieve the green LOS standard by providing a high level of the transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and encouraging and permitting housing and employment densities that support frequent, all day transit service, including Sound Transit's planned SR 522 BRT service. The yellow standard, which the City has adopted as its minimum target, includes some transit stop amenities, sidewalks and marked crosswalks at some stops, and all day service with headways of 30 minutes or less during the peak hour and 60 minutes or less during midday. Kenmore's measurement of transit LOS is summarized in **Table T-9**.

Table T-9. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Few or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

While the City itself does not operate transit, providing amenities and transit supportive uses and densities can encourage residents and employees to use transit and therefore justify additional service hours from Metro and Sound Transit.

1 **Figure T-20: Transit Priority Network**



2

Freight and Auto

Residents and workers in Kenmore use nearly every street in the roadway network at some point each day to access their homes, jobs, and other destinations. The highest volumes of automobile traffic currently occur on arterial and collector roadways whereas local streets do not see significant traffic volumes throughout the day. Similarly, goods movement predominantly utilize arterial and collector roadways, with local streets used mostly for residential deliveries.

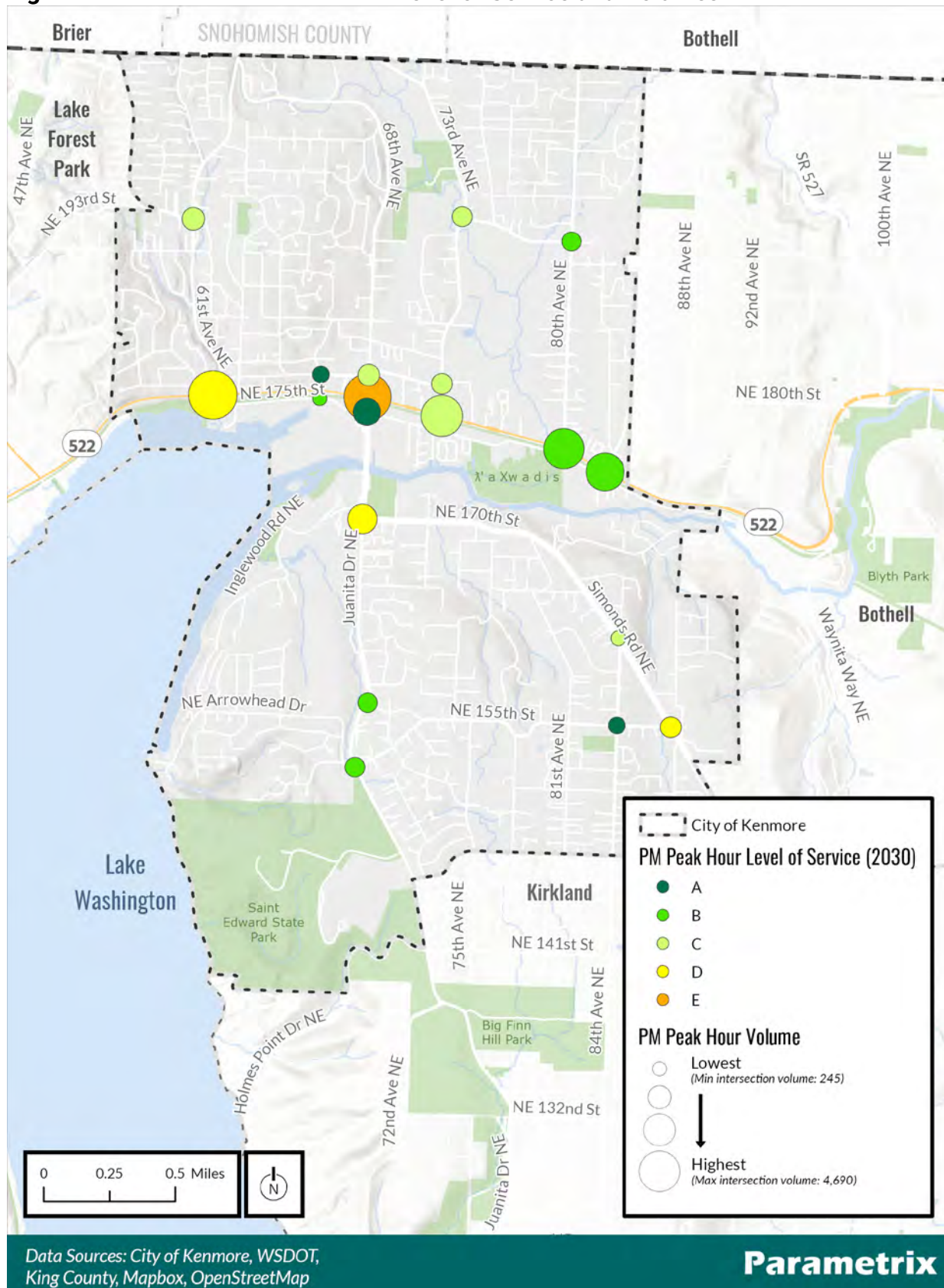
Figure T-17 identifies the classification of each of Kenmore's streets, in terms of whether it is a state route, arterial, collector, or local road. These classifications indicate the intended function of each street, specifically in terms of its intended function in facilitating vehicle and freight mobility as well as other models. These classifications (further described in **Appendix D-3**) should guide future investments in streetscape and LOS objectives.

The expected growth in Kenmore and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delay at several intersections. **Figures T-21 and T-22** displays the forecast level of service performance at several intersections in Kenmore's street network in 2030 and 2044, respectively.

While delays are forecasted to increase at some intersections, with the exception of several along SR 522, all intersections in Kenmore are forecast to perform at or better than the adopted LOS standard described in Policy T-1.4.1.

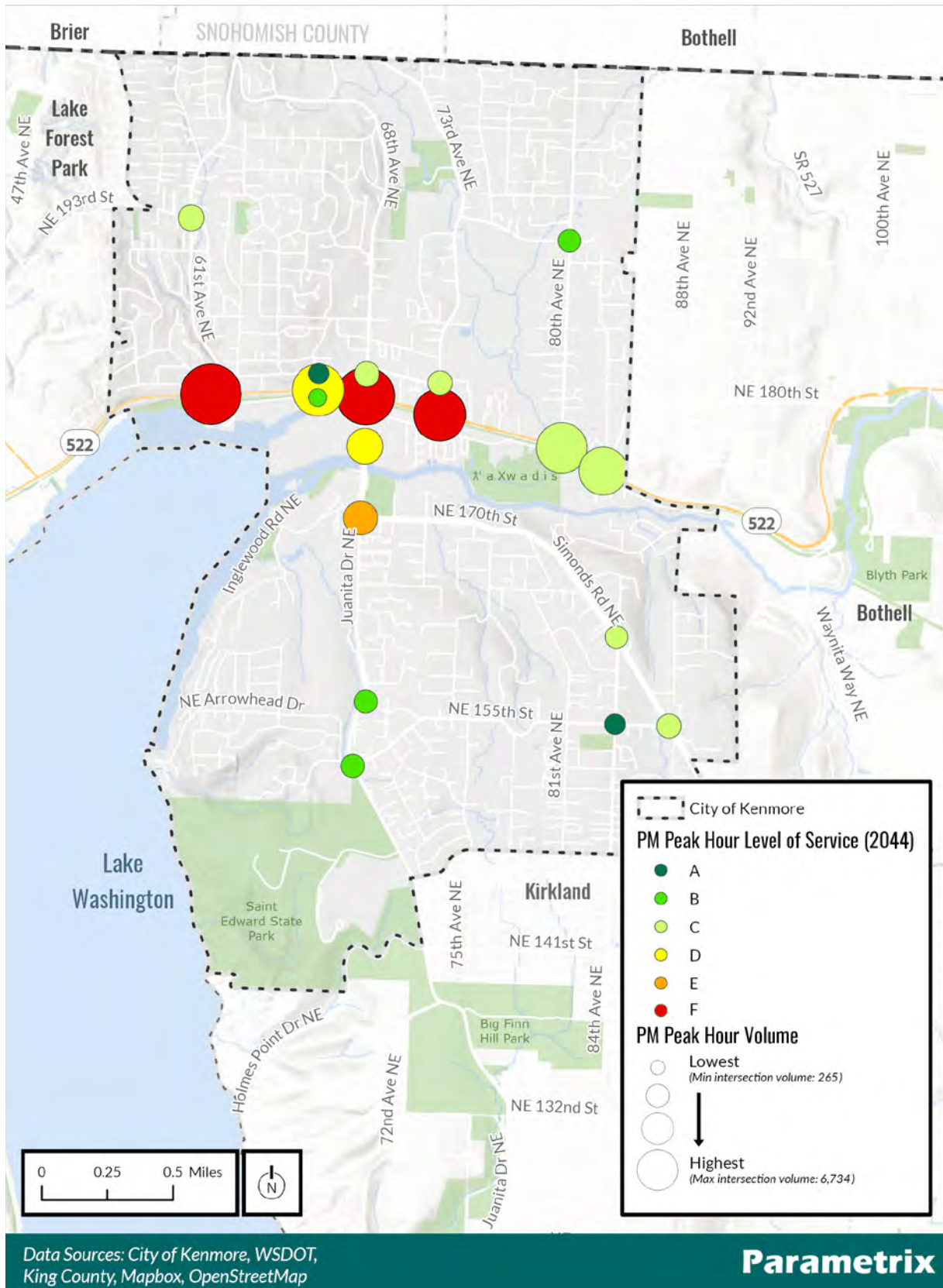
As noted in Policy T-1.4.1, the City measures LOS at the corridor level on SR 522 and 68th Avenue (south of SR 522) / Juanita Drive / Simonds Road rather than at the intersection level. Although several individual intersections on these corridors are forecast to experience longer delays than indicated by the standard, the safety and comfort of pedestrians and bicyclists is prioritized at intersections throughout the city. For this reason, average delay along the corridor is a more meaningful LOS standard than the experience at a single intersection.

The forecasted level of service along SR 522 in Kenmore does not meet WSDOT's current LOS standard of D but it does meet the City's concurrency standards of LOS E for Major Arterials. As a Highway of Statewide Significance, SR 522 is not subject to City concurrency standards and the City is not responsible for the regional traffic impacts that reduce the performance of the highway. The City notes that WSDOT considers exceeding LOS D to be an operational deficiency and will work with WSDOT as it addresses LOS conditions along SR 522.

1 **Figure T-21: 2030 Forecasted Auto Level of Service and Volumes**

2

1 **Figure T-22: 2044 Forecasted Auto Level of Service and Volumes**



2

Downtown Parking

The City's on-street parking supply is currently available on a first-come, first-served basis, with time restrictions. Anticipated development in the Downtown quadrants may necessitate more active parking management in the future as demand for parking increases. The City should monitor parking use in downtown and consider the following actions, as appropriate, to manage demand:

- If parking spillover is perceived as an issue on nearby residential streets, consider establishing residential parking zones to maintain curb space for neighborhood residents.
- As downtown develops, review the City's parking code to ensure it is aligned with an urban setting.
- Consider encouraging more shared parking by developing a public parking facility that promotes a "park once" concept in the downtown.
- Consider installation of nonmotorized facilities to help balance demand.
- Develop structured parking standards to encourage the design of facilities that can adapt over time as parking demand changes.

There are 693 designated park and ride spaces in Kenmore of which 603 spaces are provided in the Kenmore Park and Ride at 73rd Avenue NE. The remainder of spaces in the City are distributed in two church parking lots. The spaces are reserved for transit users who then access Metro and Sound Transit bus service. During weekdays in 2019, total utilization at these facilities were typically filled to 90 percent capacity, with the Kenmore Park and Ride being filled to 100 percent capacity. This results in overflow parking on adjoining streets and properties in the downtown area, thereby reducing the availability of downtown parking. Planned expansion to park and ride capacity may not occur until 2034 and the City will need to continue working with Metro and Sound Transit to identify opportunities to address park and ride demand for high capacity transit areas.

NEAR TERM AND LONG TERM CAPITAL PROJECTS

This section identifies projects that will support implementation of the City's transportation vision. Collectively, this program adds up to over \$118 million in transportation projects to be constructed over the next few decades. Projects are planned across two time frames. The Six Year (near term) list represents years 0 to 6 (2024-2030) and is financially constrained to only those projects that could realistically receive funding over the next six years¹. The Twenty Year (long term) list reaches out to

¹ It should be noted that it is unlikely that all of the projects on the 6-year list would receive funding. However, at this time, it is uncertain which ones will move forward in the near term and which will not. All of these projects are high priority projects that the City would move forward with if funds are available.

the 20 year time horizon (through 2044) and includes unfunded projects that may stretch beyond this time period. Detailed cost estimates are provided in Appendix D-4.

Table T-10 describes the Six and Twenty Year Project Lists and **Figure T-23** displays the locations of these projects around the City. These projects represent a balance of safety, maintenance, and operational improvements for all modes, with a focus on those that provide the most benefit to Kenmore residents and leverage outside funds to the greatest extent possible. The full set of projects would help complete the layered network and realize the City's transportation vision. The Pedestrian Facilities Plan and ADA Transition Plan will inform the sequence of projects for the Sidewalk Program and ADA Transition Plan Program, respectively, undertaken in both the six and twenty year time horizons. No projects are identified to maintain LOS, as all streets are forecast to operate within the City's adopted LOS standards.

Projects included on the Six Year Project List are considered community priorities that the City would move forward in the near term should funds become available. These projects provide a starting point for the City in developing its financially constrained Six Year CIP, which is updated every two years, and the annually updated 6-year Transportation Improvement Plan, and are developed based on more updated knowledge related to project feasibility and funding availability.

The Twenty Year Project List also represents important projects, but these projects tend not to have identified funding. While the scope of the 20-year project list exceeds revenues from exclusively city sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

The expected City contribution noted in Table T-10 includes anticipated grant funds. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the Six and Twenty Year Project Lists could be advanced should funding become available.

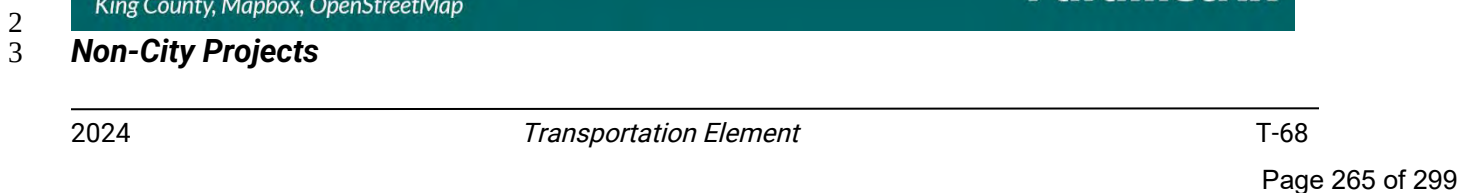
1 Table T-10. Six- and Twenty-Year Project List

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Near Term (0-6 year) Projects					
SR 522 West B (West boundary to 61st Ave NE)	Improve pedestrian and bicycle accessibility, improve safety	Regional, Local	\$2,200,000	\$200,000	1, 3, 4, 7, 8
NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	Improve pedestrian safety and encourage walking	Local	\$1,300,000	\$200,000	1, 3, 4, 7, 8
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	Improve pedestrian safety, add accommodation for bicycles, enhance stream environment	Local	\$5,110,000	\$247,000	1, 3, 4, 7, 8
80th Ave NE Sidewalks (SR 522-NE 185th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	\$2,470,000	\$247,000	1, 3, 4, 7, 8
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Improve pedestrian accessibility, improve safety	Local	\$800,000	\$39,000	1, 3, 4, 7, 8
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	Improve pedestrian accessibility, improve safety	Local	\$2,220,000	\$222,000	1, 3, 4, 7, 8
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	\$2,370,000	\$237,000	1, 3, 4, 7, 8
Lower Swamp Creek Bridge Replacement	Safely accommodate all uses by replacing aging bridge, maintain public access to residents.	Local	\$4,100,000	\$50,000	2, 6, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	\$5,360,000	\$5,360,000	2, 6, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	\$2,750,000	\$2,750,000	1, 3, 4, 7, 8

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$4,000,000	\$1,000,000	1, 3, 4, 7, 8
Total			\$32,680,000	\$10,552,000	
Longer Term (7-20 year) Projects					
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$31,000,000	\$19,000,000	1, 3, 4, 7, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	\$8,750,000	\$8,750,000	1, 3, 4, 7, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	\$12,000,000	\$12,000,000	2, 6, 8
Lakepointe Development Mitigation	Intersection, pedestrian, bicycle, and access improvements to accommodate increased volumes related to the Lakepointe development. Improvements include: • Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE • Extending Lakepointe Drive east of 68th Avenue NE • Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal • Elimination of the signal at 175th Street/68th Avenue • Installation of a signalized full-access intersection at 65th Avenue/SR 522	Local	To be determined	\$0	1, 2, 3, 4, 7, 8

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
61st Ave NE/NE 193rd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	\$2,200,000	\$220,000	1, 2, 4, 6, 7
73rd Ave NE/NE 192nd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	\$3,700,000	\$740,000	1, 2, 4, 6, 7
Nonmotorized crossing of SR 522	Improved nonmotorized access across SR 522 in the vicinity of 67 th Avenue NE	Local	\$17,160,000	\$3,430,000	1, 2, 4, 6, 7
NE 181st Street/SR 522 East Connection	Improved local access between future developments near the Kenmore Park & Ride, SR 522, and downtown Kenmore	Local	\$14,000,000	\$2,800,000	1, 2, 4, 7
Total			\$88,810,000	\$46,940,000	

3 ***Non-City Projects***



State Facilities

There are projects outside of Kenmore's purview that will also affect travel in and around the City. WSDOT oversees planning and operations of SR 522, a Highway of Statewide Significance and Kenmore's major east-west corridor. The City coordinates with WSDOT and provides input on potential roadway projects on SR 522, but the State ultimately has control of this corridor.

Another State-controlled project affecting travel in Kenmore is the tolling of the SR 520 Bridge across Lake Washington. Future increases in this toll, or potential tolling of I-90, may cause additional drivers to divert along Lake Washington, adding volume to Kenmore's already busy 68th Avenue / Juanita Drive and SR 522 corridors. The City will continue to monitor congestion changes along these corridors and work with the State to identify potential solutions.

Downtown Development South of SR 522

The southern two downtown quadrants between SR 522 and the Sammamish River (including the Lakepointe properties, Glacier/Cal Portland properties and properties within the Plywood Supply Special Study Area) have long been envisioned as sites for future master planned urban mixed-use development. These properties are subject to additional development regulations called P-Suffix regulations. P-Suffix regulations are property specific and include requirements for transportation infrastructure improvements that would need to be in place to accommodate full development.

Transportation infrastructure improvements described within the P-Suffix regulations include:

- Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE
- Extending Lakepointe Drive east of 68th Avenue NE
- Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal.
- Elimination of the signal at 175th Street/68th Avenue.
- Installation of a signalized full-access intersection at 65th Avenue/SR 522.
- Construction of a pedestrian overcrossing of SR 522.

The approved Master Plan for the southern two downtown quadrants was originally approved in 1998 and did not account for many of the existing and planned transportation investments that currently and will influence travel to, from, and within Kenmore. For example, Sound Transit's Stride BRT service was not a consideration when assessing the impacts of these developments. Additional traffic modelling would be required in accordance with future planned development for these sites. Modifications to the transportation infrastructure improvements described within the P-Suffix regulations

1 and/or new projects or additional improvements, including revised SR522 connection
2 points, may be necessary.

3 The City assumes that the Lakepointe property will redevelop within the next 20 years,
4 accompanied by construction of the required transportation improvements. All of the
5 required improvements are expected to be fully funded by the developer(s) of the
6 Lakepointe properties, with the exception of the SR 522 pedestrian crossing. The City
7 anticipates contributing to the cost of this improvement, which may include securing
8 grant funding. Should the redevelopment not be fully realized in the 20-year horizon, the
9 associated transportation improvements would not be implemented in that time frame.



IMPLEMENTATION STRATEGIES

The Transportation policies would require new, continuing, or increased commitments of City resources to implement projects and programs, create educational or incentive programs, or coordinate with adjacent jurisdictions. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

In order to guide the City's implementation of the transportation element, project priorities should be assigned to assist in assembling an updated six-year CIP, working toward the 2044 planning horizon. This section summarizes the recommended future projects and documents the criteria used to prioritize them.

The Transportation Element is a living document and serves as the blueprint for transportation in Kenmore over the next several years. Several implementation steps should be initiated over the next couple of years to determine if changes are needed, or to reaffirm a particular strategy.

Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the Transportation Element, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Kenmore contains a variety of projects that will likely cost the city approximately \$118.5 million over 20 years. **Table T-11** summarizes the costs of the major types of transportation improvements. The Transportation Element focuses on capital projects that will complete the layered network plan. The Transportation Element also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

Table T-11. Costs of Kenmore Transportation Element (20 years)

<i>Project Needs</i>	<i>Description</i>	<i>Estimated Costs</i>			<i>Expected City Cost</i>
		<i>2024-2030</i>	<i>2030-2044</i>	<i>Total</i>	
Auto/Truck Priority Projects	Bridges, traffic signals, intersection channelization, SR 522 improvements	\$6,300,000	\$19,900,000	\$26,200,000	\$3,810,000
Pedestrian Projects	Sidewalks, crossings	\$21,020,000	\$39,750,000	\$60,770,000	\$32,692,000
Multimodal Projects	Multimodal corridors, SR 522 crossings	\$0	\$17,160,000	\$17,160,000	\$3,430,000
Pavement Maintenance	Overlay and pavement repair	\$5,360,000	\$12,000,000	\$17,360,000	\$17,360,000
Total				\$121,490,000	\$57,492,000

*Costs denoted in millions; 2022 dollars used (no escalation)

Revenues for transportation capital and operations include those from outside sources and grants, general city funds, real estate excise taxes, impact fees, photo enforcement fees, and gas tax receipts. If the city were able to maintain this level of revenue, the City could afford between \$80-\$100 million in transportation projects over the next 20 years. Other potential revenue sources include:

- Proceeds from General Obligation Bonds
- Creation of LIDs
- Reciprocal impact fees with adjacent jurisdictions
- Business license fee per employee

Table T-12 identifies the anticipated funding sources for transportation projects in the City through 2044.

Table T-12. Costs of Kenmore Anticipated Transportation Funding Sources (20 years)

<i>Funding Sources</i>	<i>Estimated Funding Level</i>		
	<i>2024-2030</i>	<i>2030-2044</i>	<i>Total</i>
Local (City), including Transportation Impact Fees	\$12,552,000	\$46,940,000	\$57,492,000
Other Agencies/Jurisdictions (State and Local)	\$0	\$0	\$0
Grants (State and Federal)	\$20,128,000	\$41,870,000	\$61,998,000
New Taxes and Fees	\$0	\$0	\$0
Total	\$32,680,000	\$88,810,000	\$121,490,000

The comparison of revenues to costs indicates that the city will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue.
- Lower the LOS standard, and therefore reduce the need for some transportation improvements.

The city can explore the feasibility and likely revenue amounts from these or other sources as the Transportation Element is implemented over the next several years. A summary of potential project funding sources is included in Appendix D-5.

Setting Priorities

Project prioritization is needed to help identify when best to fund and implement the projects since funding is limited. Criteria were established to help prioritize the projects and implementation. These unweighted criteria include:

- (1) Meets City's transportation goals
- (2) Maintains/improves safety of traveling in Kenmore
- (3) Provides improved mobility and accessibility within Kenmore
- (4) Leverages non-city (federal, state, private) funds freeing up city revenues for additional projects

(5) Responds to capacity needs using strategies identified in the Comprehensive Plan.

Using these criteria, the identified projects will need to be evaluated and ranked based on how well each could meet the criteria. Since one of the criteria relates to funding availability, priorities may shift over time as fund sources change.

High priority projects for Kenmore are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.

_____ = Proposed amendments

Proposed Title 10 and 18 Zoning Code Amendments

10.20.020 Overnight parking prohibited in residential areas.

A. It is unlawful to park or otherwise leave between the hours of 12:01 a.m. and 6:00 a.m. on any street or highway in the City of Kenmore, within or abutting an area classified as residential in the City's zoning ordinances (zones R-1 through **R-24 R-48**), the following types of trailers and/or vehicles:

18.15.040 Residential zones.

A. The purpose of the residential zones (R and MHC) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. These purposes are accomplished by:

2. Providing, in the R-12 through **R-24 R-48** zones, for a mix of predominantly *apartment* and *townhouse dwelling units*, with a variety of densities and sizes in locations appropriate for residential use;

B. Use of this zone is appropriate as follows:

The R-12 through **R-24 R-48** zones next to commercial centers, in areas that are served at the time of *development* by adequate public sewers, water supply, *streets* and other needed public facilities and services; and

18.21.050 Residential zones R-12, R-18, R-24, **R-48**, and MHC – Development standards.

Table E. R-12, R-18, R-24, R-48 , and MHC Residential Zones Development Standards					
STANDARDS	ZONES				
	R-12	R-18	R-24	R-48	MHC ¹²
Base Density: <i>Dwelling Unit/Acre</i> ¹	12 du/ac	18 du/ac	24 du/ac	48 du/ac	12 du/ac
Maximum Density: <i>Dwelling Unit/Acre</i> ^{1, 2}	18 du/ac	27 du/ac	36 du/ac	72 du/ac	18 du/ac
Minimum Density ^{1, 11}	80%	75%	70%	65%	80%
Minimum Lot Width ⁴	30 ft.	30 ft.	30 ft.	30 ft.	--
Minimum <i>Street Setback</i>	10 ft. ⁶	10 ft. ⁶	10 ft. ⁶	10 ft.⁶	10 ft.
Minimum <i>Side Setback</i> ^{3, 5}	5 ft. ⁷	5 ft. ⁷	5 ft. ⁷	5 ft.⁷	5 ft.
Minimum <i>Rear Setback</i> ^{3, 5}	5 ft. ⁷	5 ft. ⁷	5 ft. ⁷	5 ft.⁷	5 ft.
Base Height ⁸	60 ft.	60 ft. 80 ft. ⁹	60 ft. 80 ft. ⁹	60 ft. 80 ft.⁹	35 ft.
Maximum <i>Impervious Surface</i> : Percentage ¹⁰	85%	85%	85%	90%	85%
Minimum Lot Size	--	--	--	--	--

= Proposed amendments

8. In the R-12, R-18, **and** R-24 ~~and R-48~~ zones, height limits may be increased when portions of the *structure* which exceed the base height limit provide one additional foot of *street* and interior *setback* for each foot above the base height limit, provided the maximum height may not exceed 75 feet. Netting or fencing and support *structures* for the netting or fencing used to contain golf balls in the operation of golf courses or golf driving ranges are exempt from the additional interior *setback* requirements; provided, that the maximum height shall not exceed 75 feet.
- 9 The base height to be used only for projects as follows:
 - a. In R-18, ~~and~~ R-24 ~~and R-48~~ zones using residential density incentives and *transfer of density credits* pursuant to this title.

18.30.040 Fences.

B. *Fences* located on a rockery, *retaining wall*, or *berm* within a required setback area are permitted subject to the following requirements:

2. In the R-24, **R-48**, UR, DR, PSP, and commercial zones, the height of the *fence*, measured from the top of the *fence* to the top of the rockery, *retaining wall* or *berm*, shall not exceed eight feet;

18.21.060 Nonresidential land uses in residential zones

Except for *utility facilities*, *regional land uses*, and nonresidential uses regulated by KMC 18.21.070, all nonresidential uses located in the R zones shall be subject to the following requirements:

A. *Impervious surface* coverage shall not exceed:

1. Seventy percent of the *site* in the R-1 through R-6 zones.
2. Eighty percent of the *site* in the R-12 through **R-24 R-48** and MHC zones.

18.30.100 Lot divided by zone boundary

When a *lot* is divided by a zone boundary, the following rules shall apply:

B. When a *lot* contains residential zones of varying density:

2. Residential density transfer from the higher density zone to the lower density zone may be allowed only when:

- a. The units transferred from any R-12 to **R-24 R-48** zoned portion of the *lot* are maintained in an attached dwelling unit configuration on the lower density portion receiving such units,

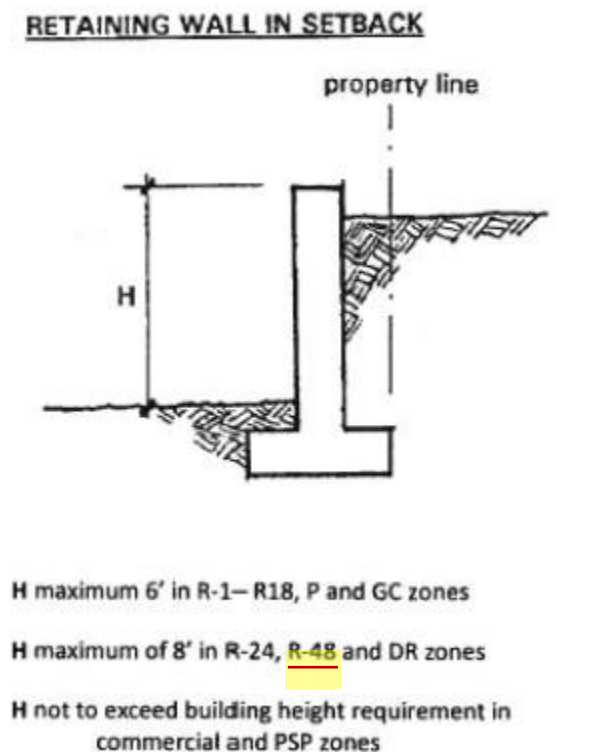
= Proposed amendments

18.30.230 Setbacks – Projections and structures allowed.

Provided that the required setbacks from *regional utility corridors* of KMC 18.30.200, the adjoining half-street or designated arterial *setbacks* of KMC 18.30.220 and the sight distance requirements of KMC 18.30.240 are maintained, *structures* may extend into or be located in required *setbacks*, including *setbacks* as required by KMC 18.21.060(B), as follows:

G. Rockeries, *retaining walls* and curbs may project into or be located in any *setback*, provided these *structures*:

2. Do not exceed a height of eight feet in the R-24, **R-48**, MHC, urban residential, and downtown residential zones; and



The Retaining Wall in Setback illustration in this subsection **G** is revised to amend the language in the second standard as follows: “H maximum of 8' in R-24, **R-48**, DR, and UR zones.”

18.50.150 Manufactured housing communities – Standards for new parks.

New *manufactured housing communities* shall be developed subject to the following standards:

B. Residential densities in a *manufactured housing community* shall be as follows:

1. Six dwellings per acre in R-4 zone;
2. The base density of the zone in which the park is located in all R-6 through **R-24 R-48** zones; and

= Proposed amendments

18.73.100 Accessory dwelling units (ADUs).

A. Up to two *accessory dwelling units*, either as *attached* or *detached accessory dwelling units*, are permitted on all single-family residential lots. in all areas which permit single-family development.

18.120.045 Approved master plans.

A. Parks Zone. The following *master plans* have been approved by the *City* as of December 11, 2006, for *City-owned park* property. Please contact the *City* for an up-to-date list of approved *master plans* or for *master plans* in progress.

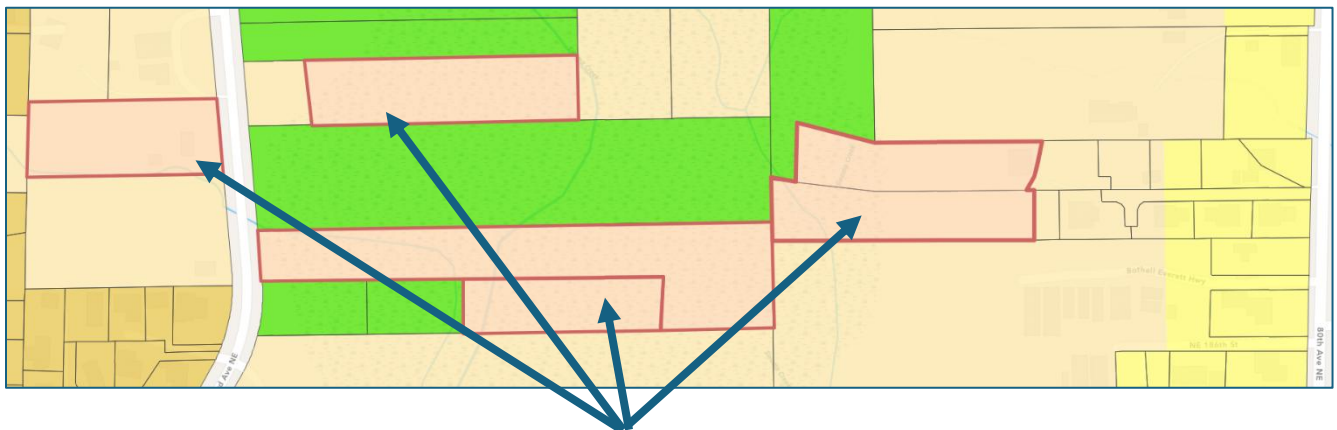
1. City of Kenmore Parks and Recreation Master Plan, April 2003 (all *City parks* except Northshore Summit).

2. Conceptual *master plans* as revised and updated in 2006: Wallace Swamp Creek Park, Linwood Park, Northshore Summit Park, Tracey Owen Station, Log Boom Park, Kenmore (Rhododendron) Park, Moorlands Park, and ʕ'aḵwadis (Tl' awh-ah-dees) Park.

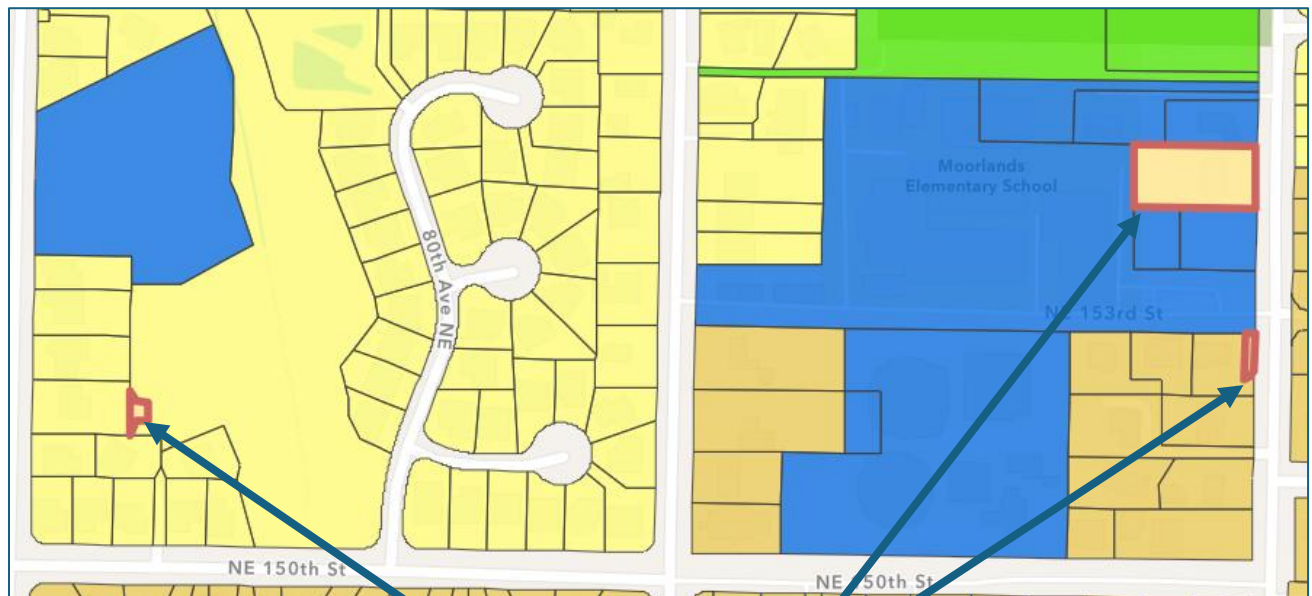
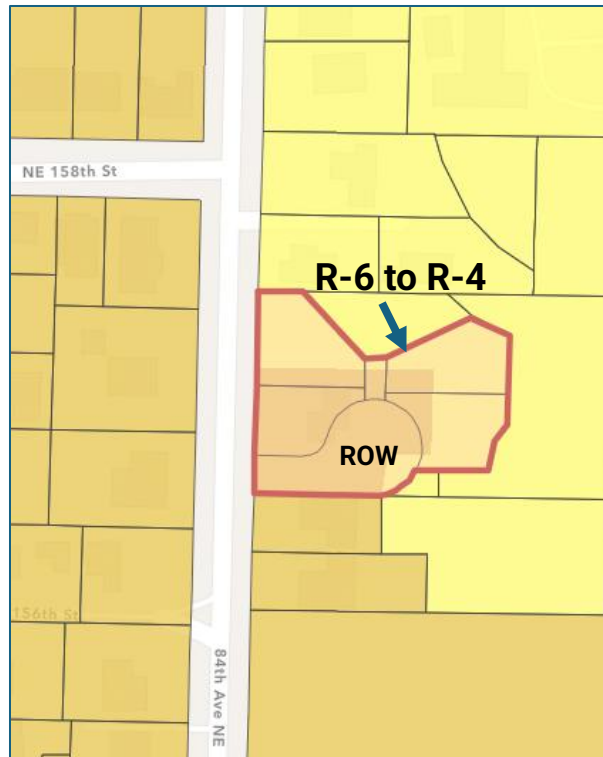
B. Bastyr University Master Plan, December 2009, approved by City Ordinance 09-0304.

C. Lakepointe Mixed Use Development Master Plan, August 1998.

Proposed 2026 Zoning Map Amendments



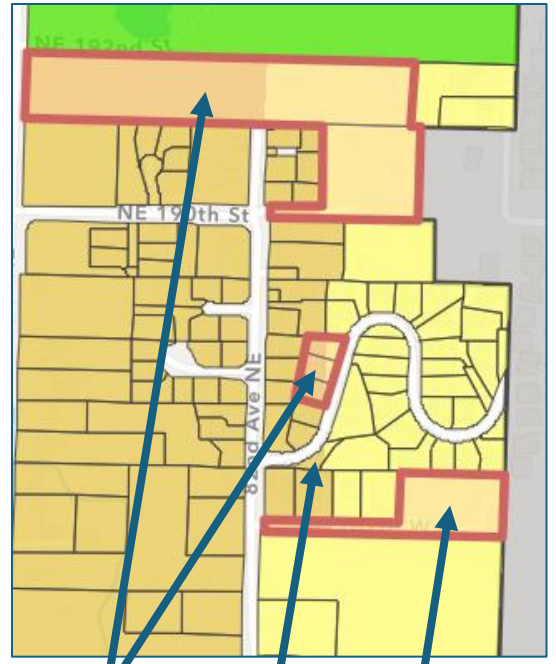
R-1 to Park



R-4 to PSP



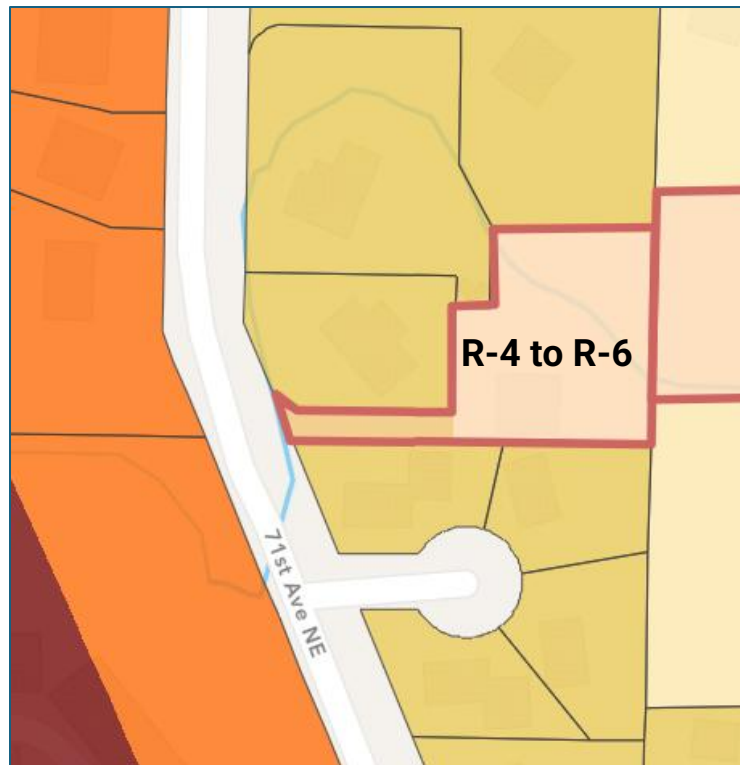
R-6 to R-4



R-4 to R-6

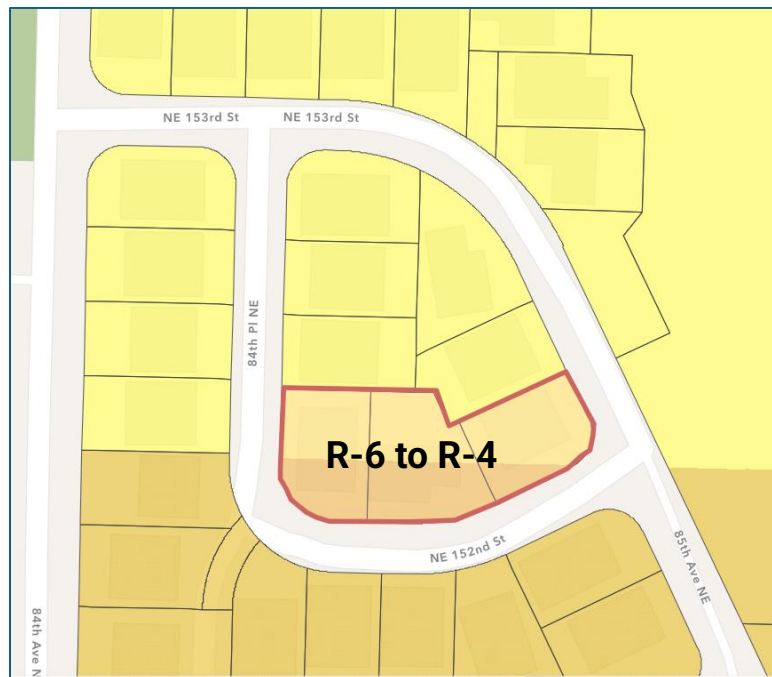
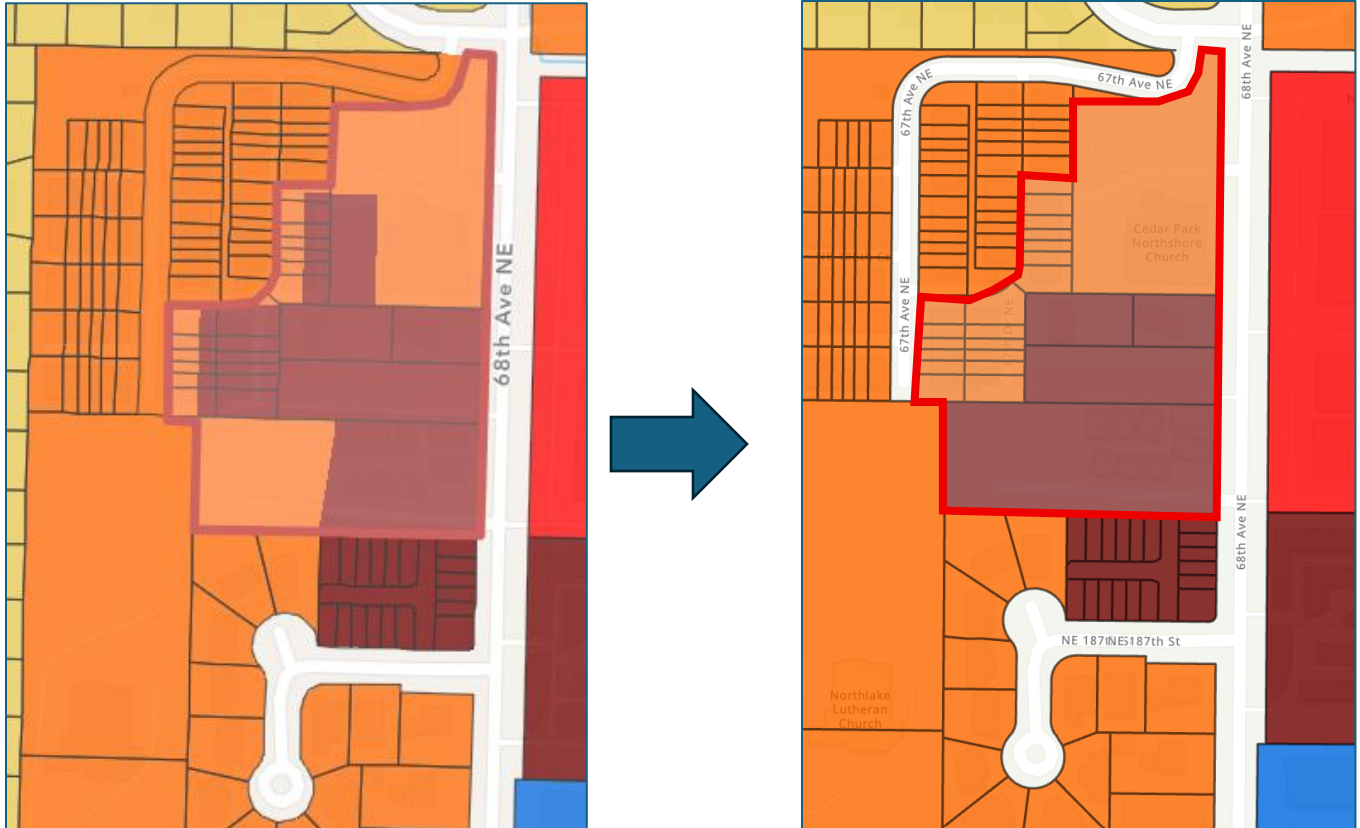
R-6 to R-4

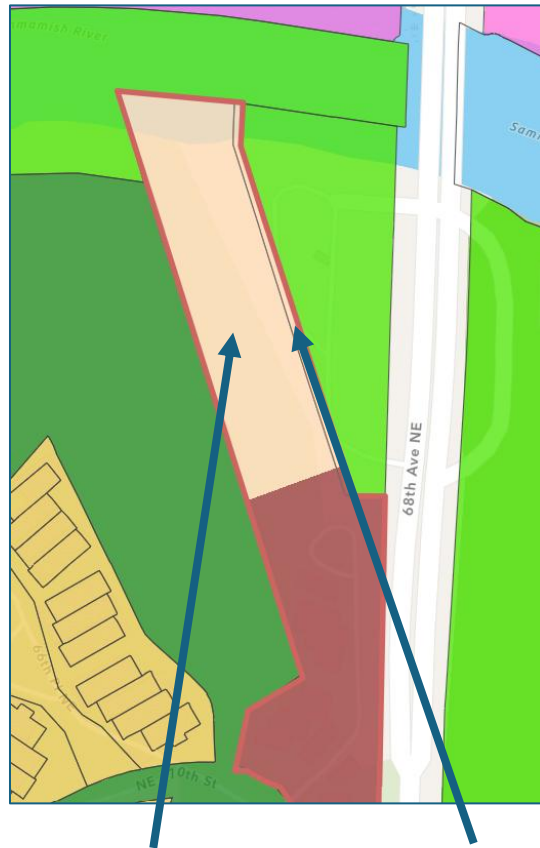
R-4 to R-6



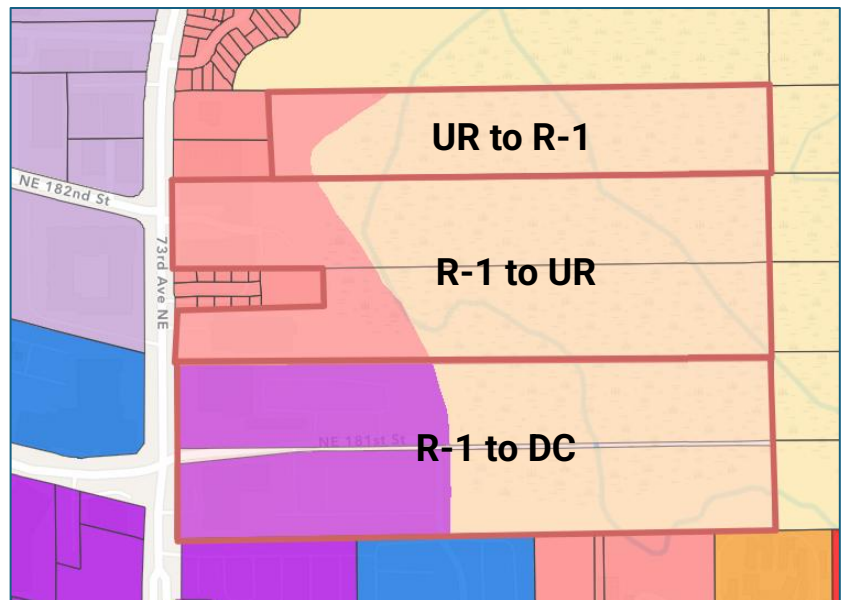
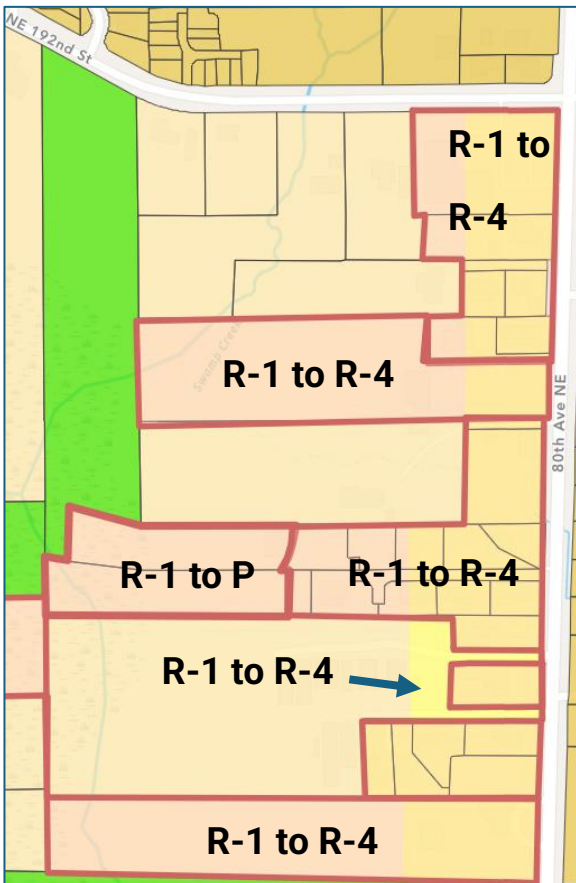
R-4 to R-6

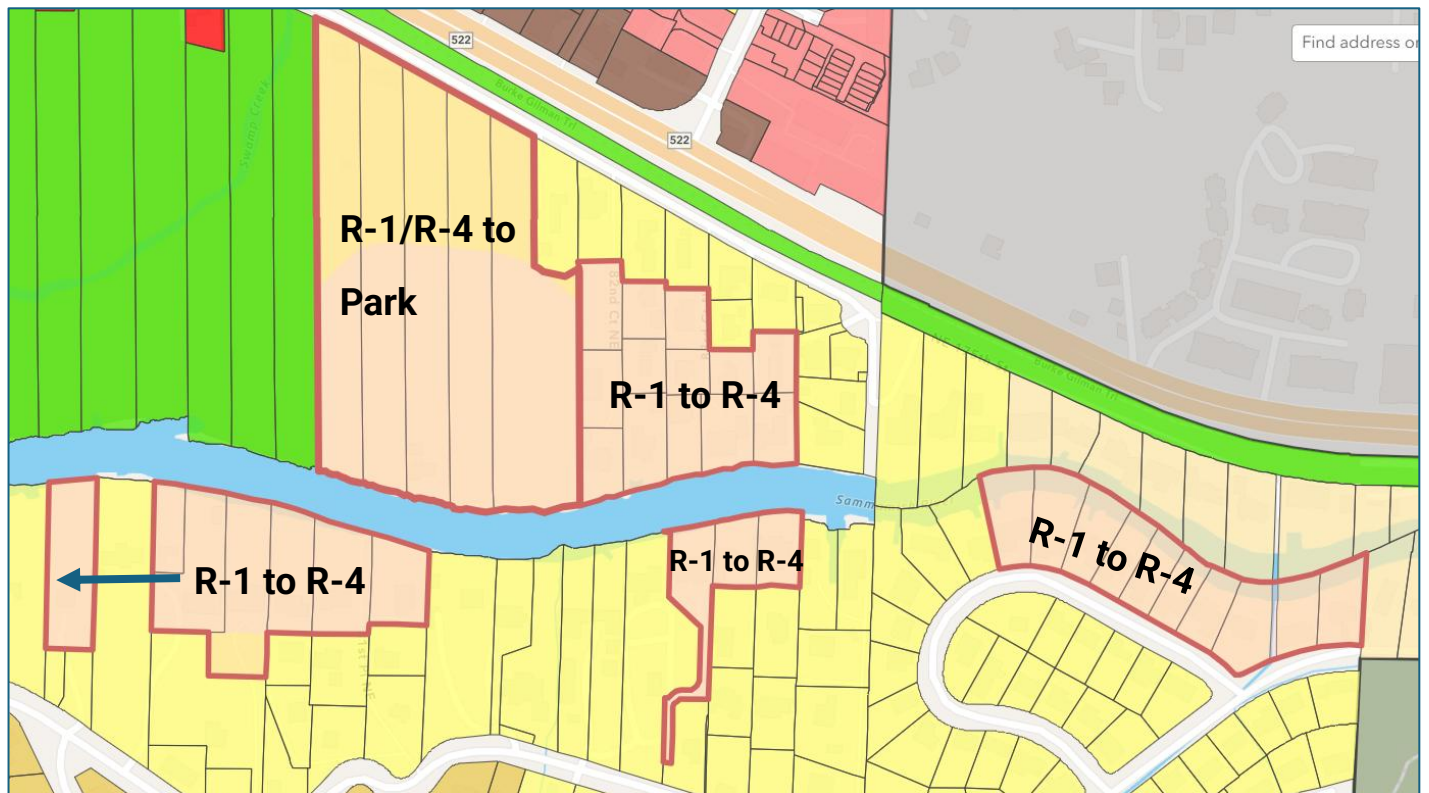
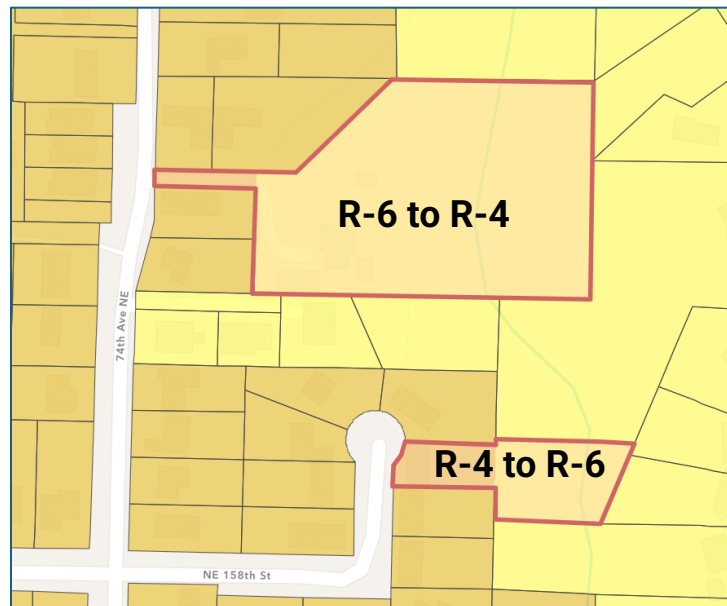
R-12 to R-24 / R-24 to R-12

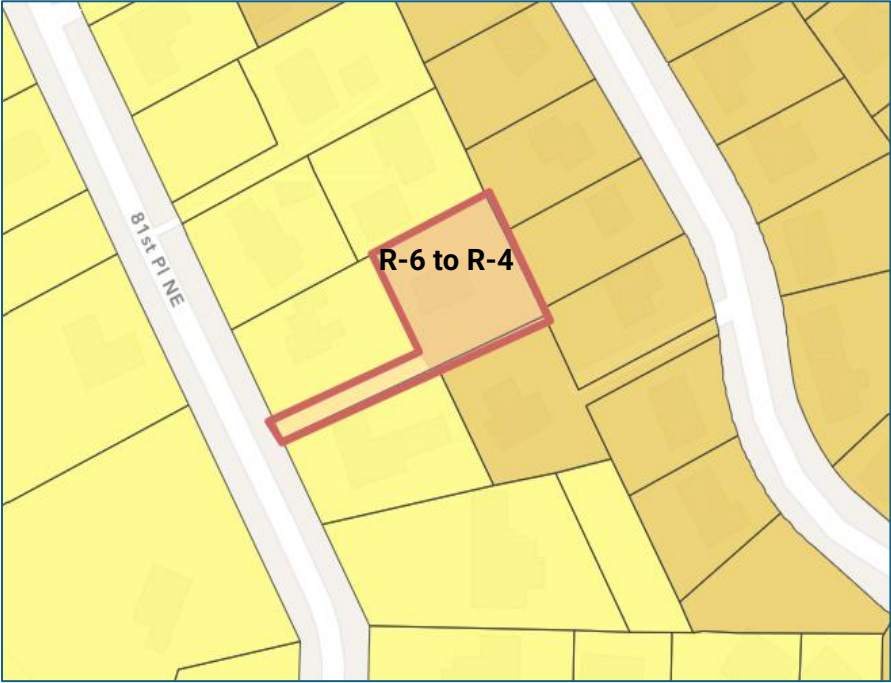
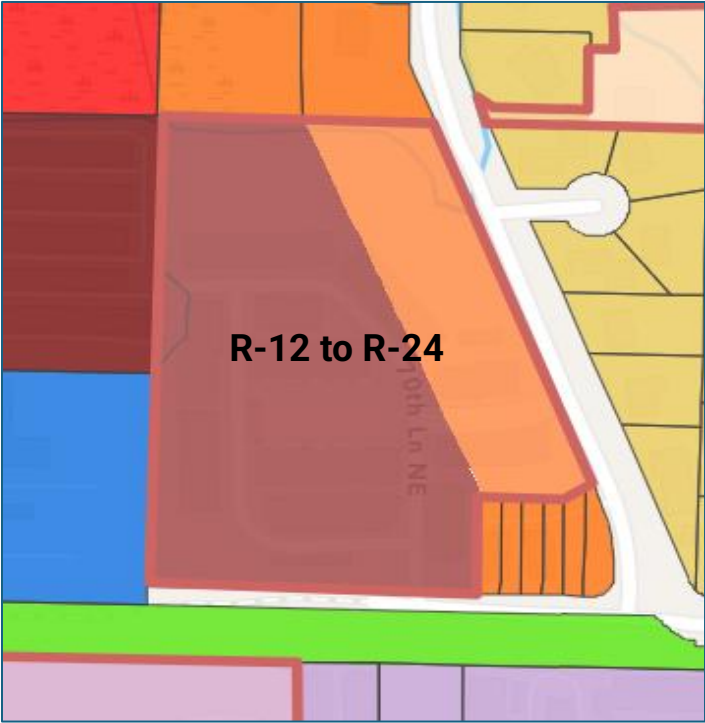


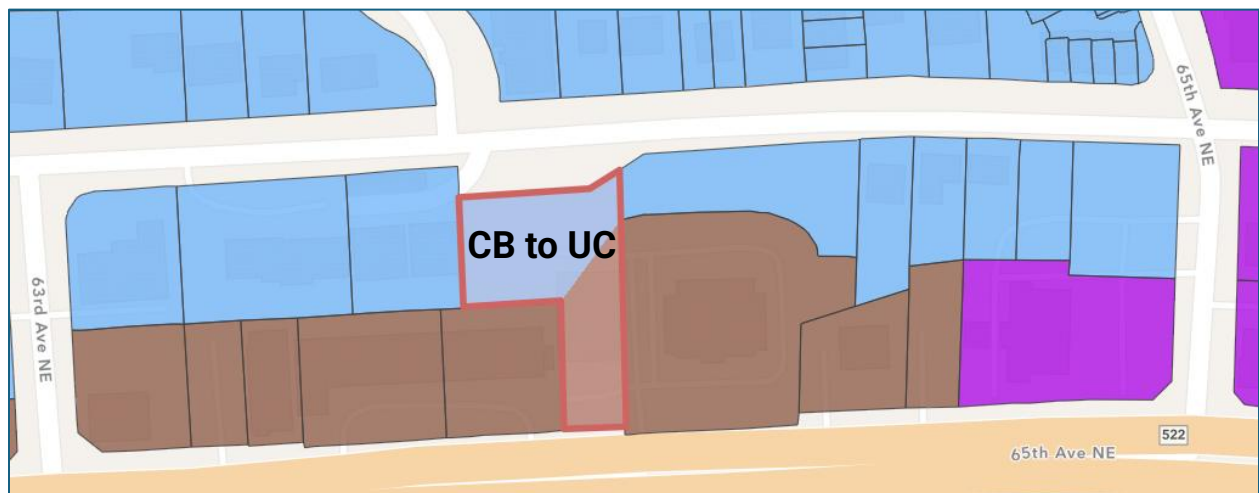
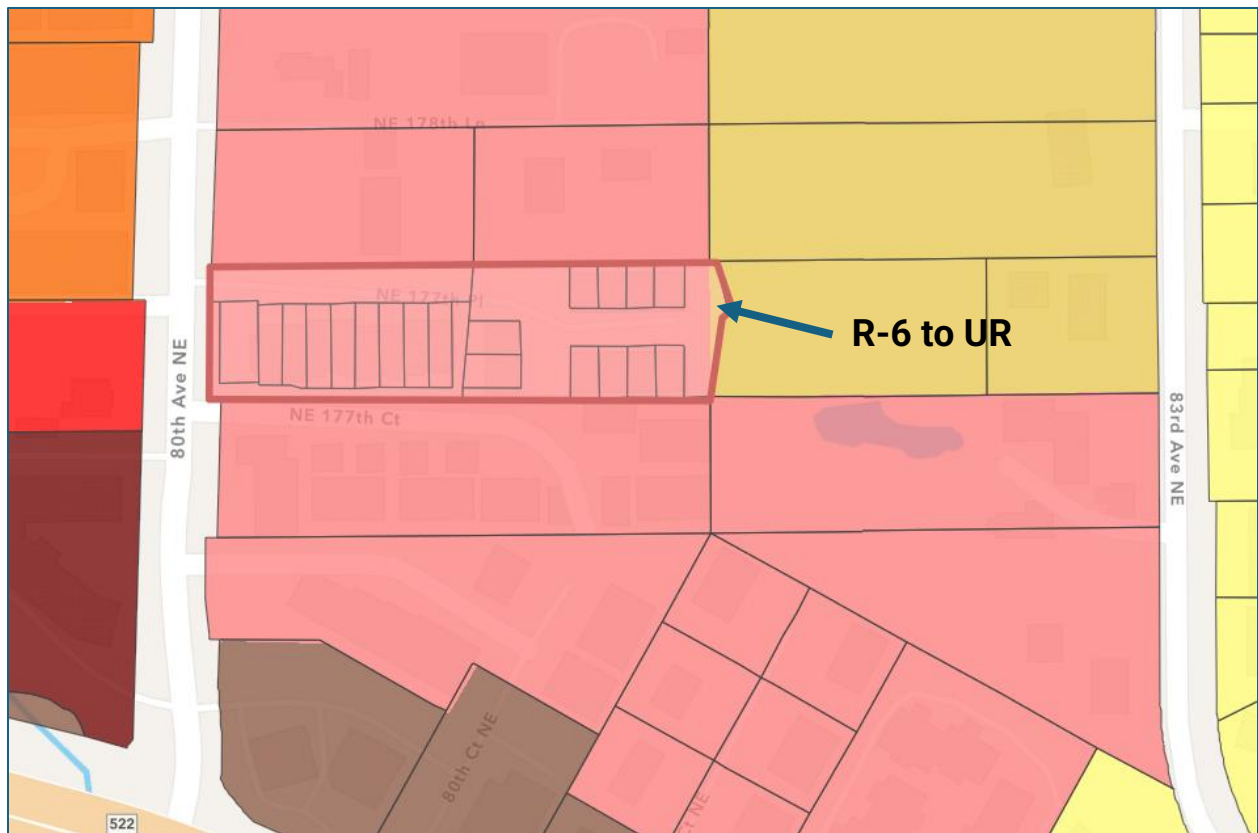


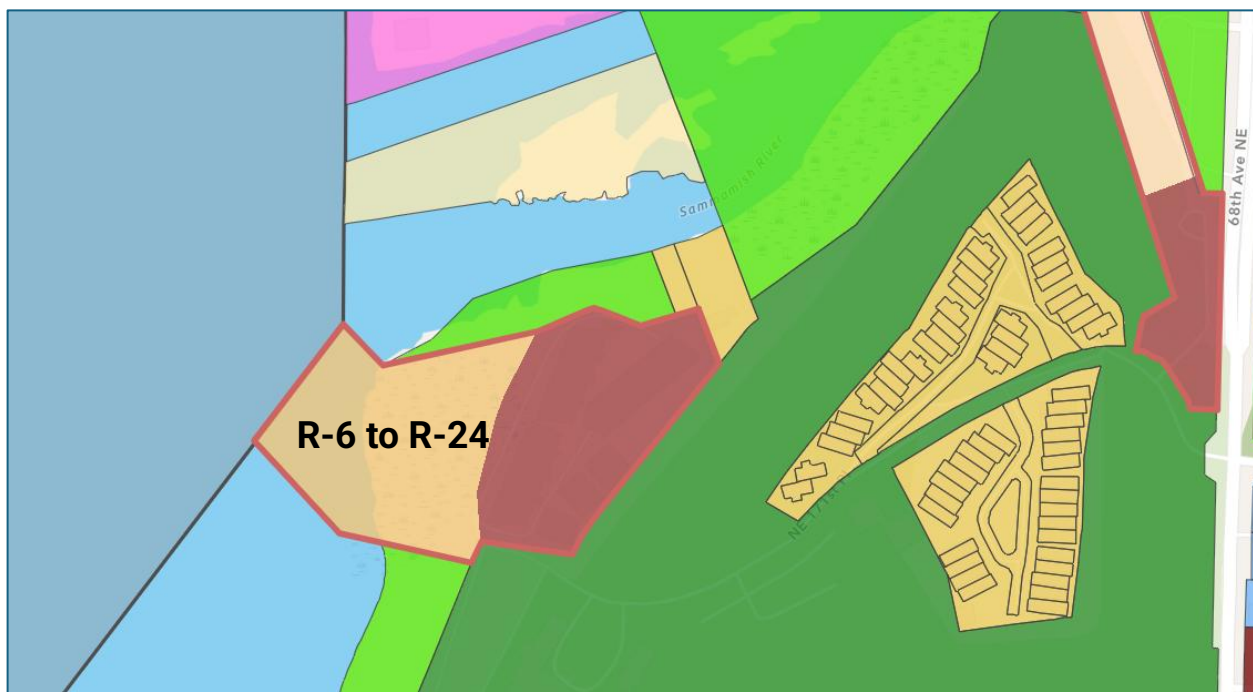
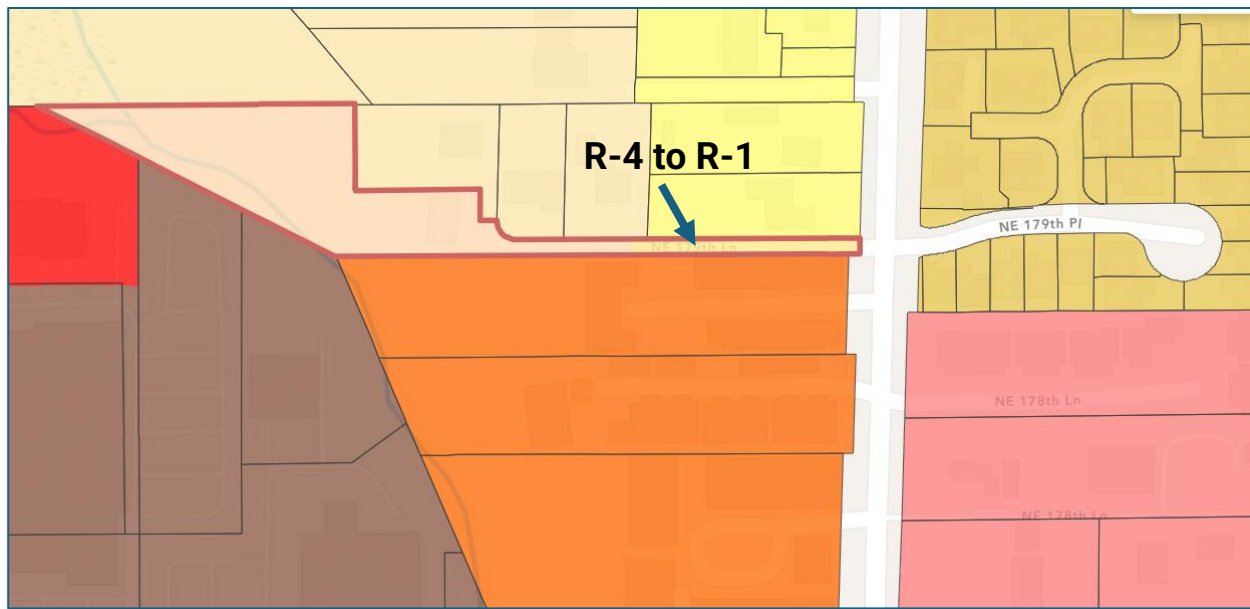
R-4 & R-24 to R-6 R-4 to P (very small strip)

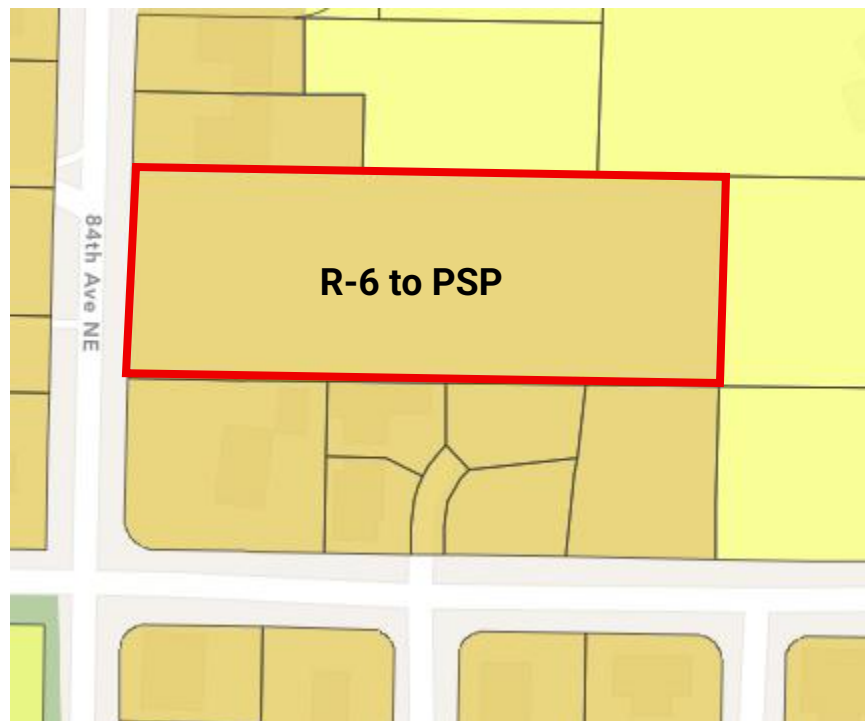
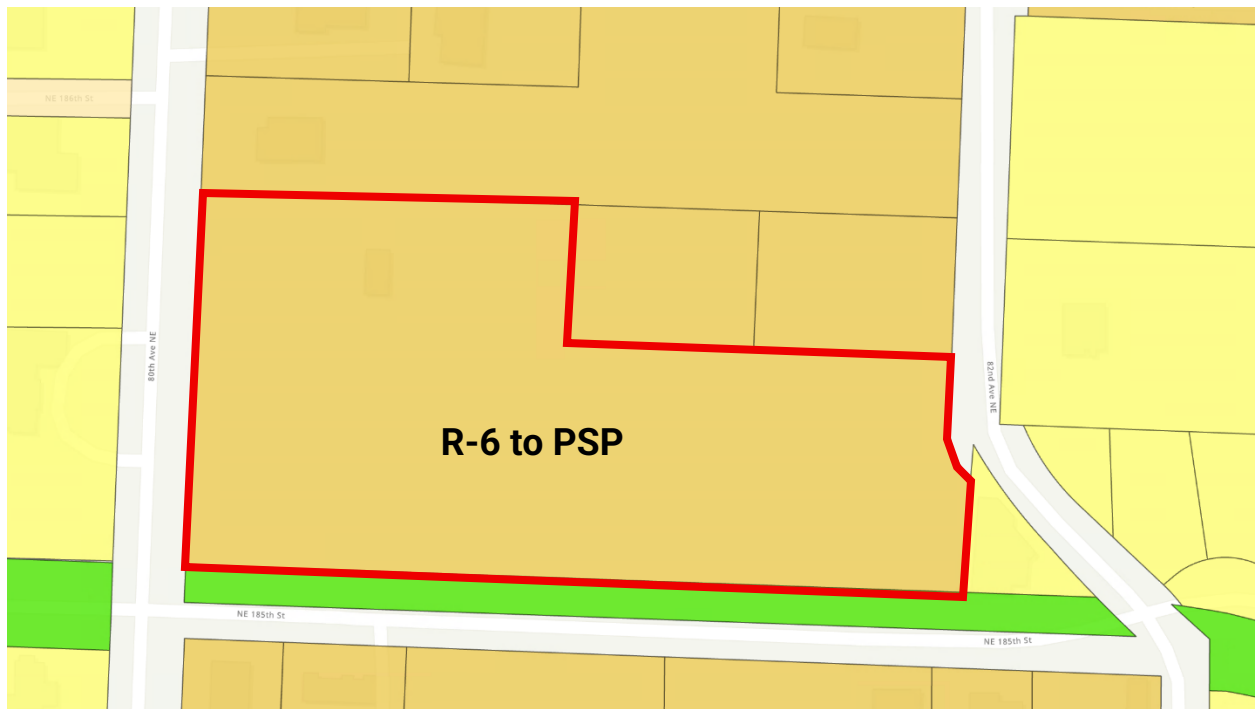








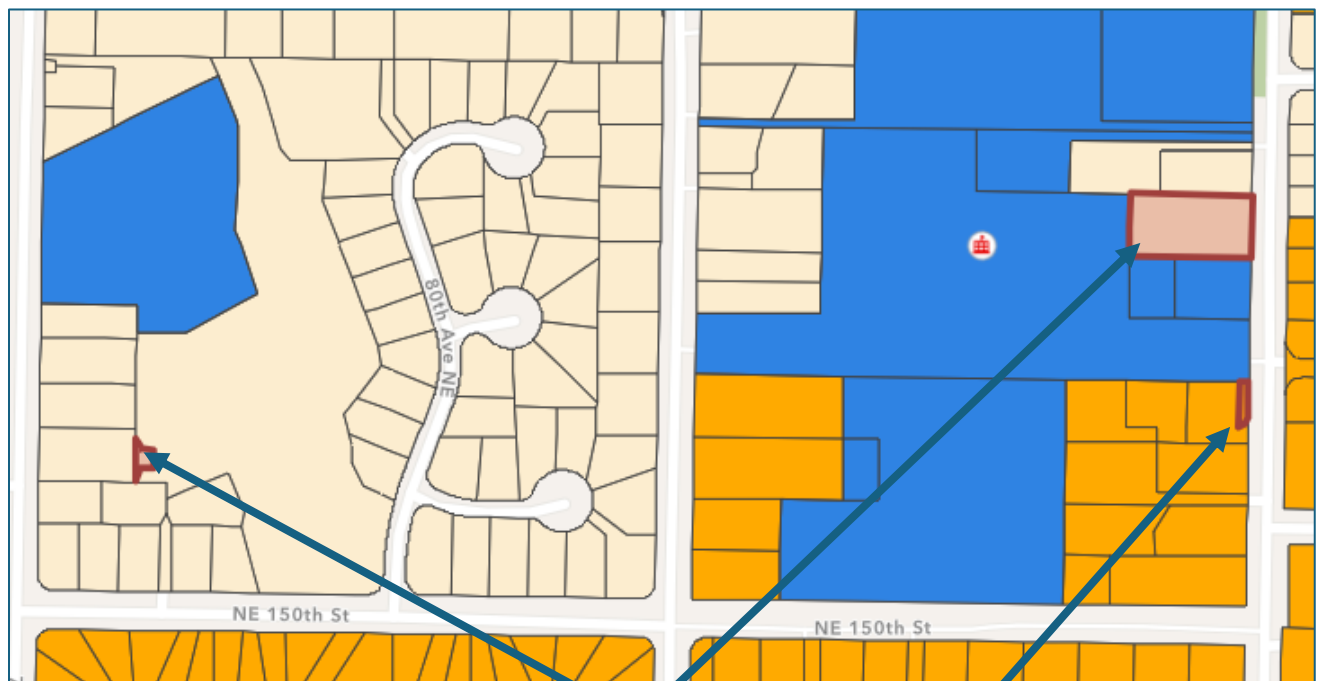
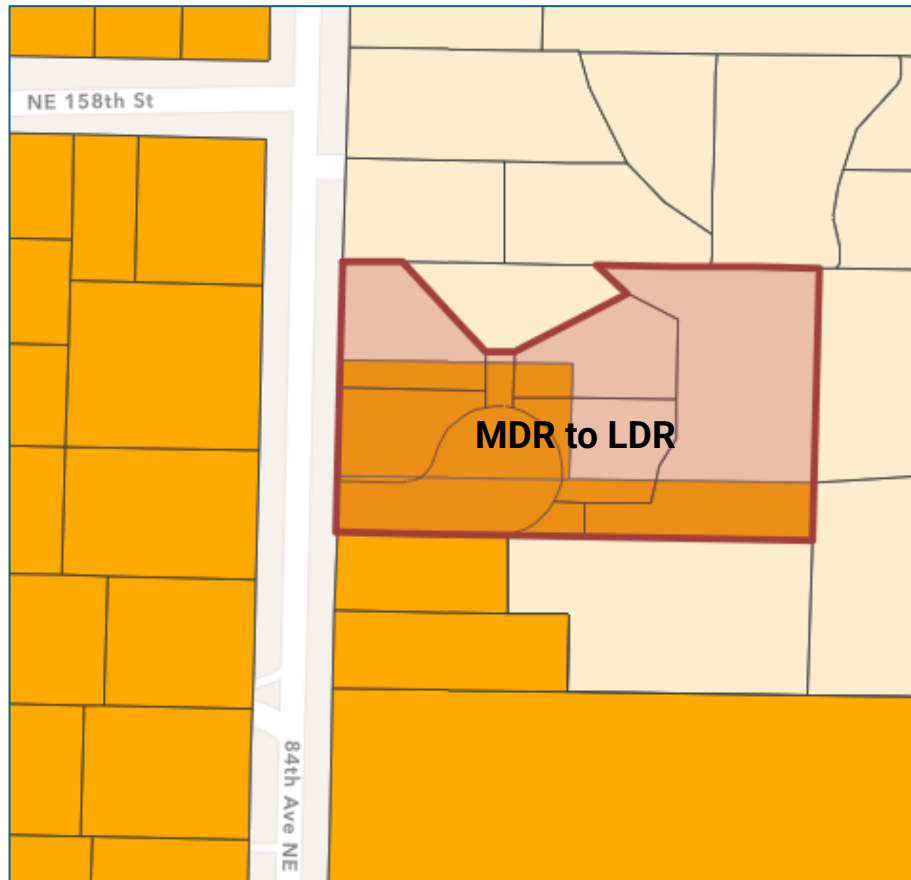






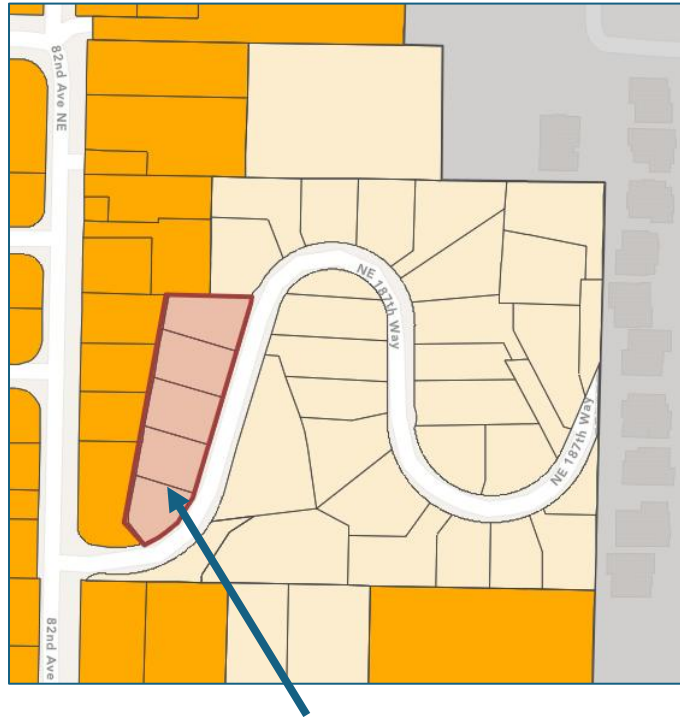
Proposed 2026 Land Use Map Amendments



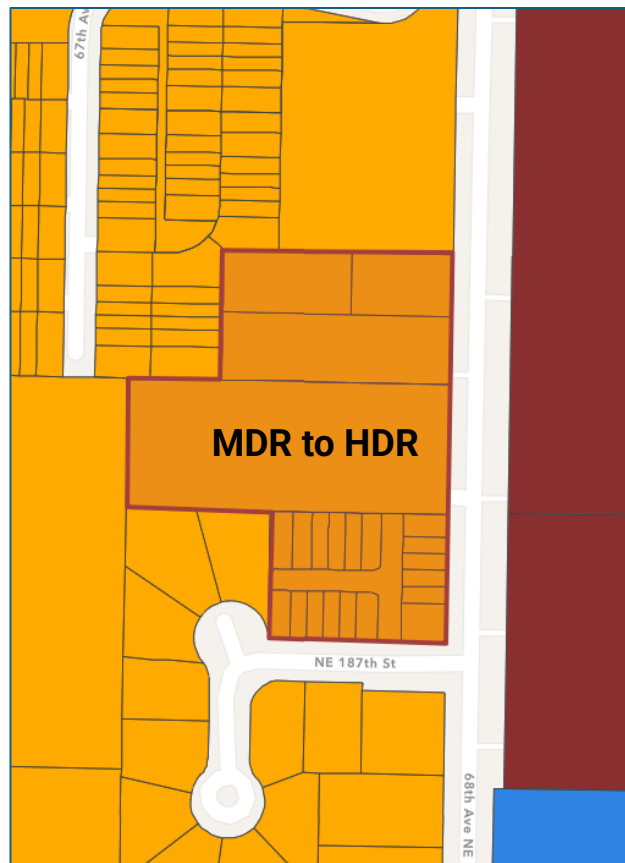


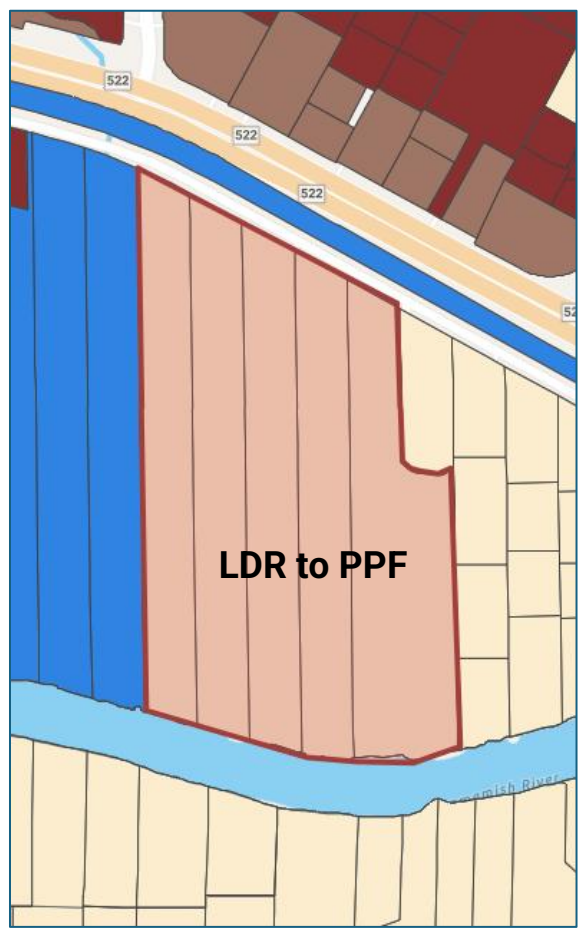
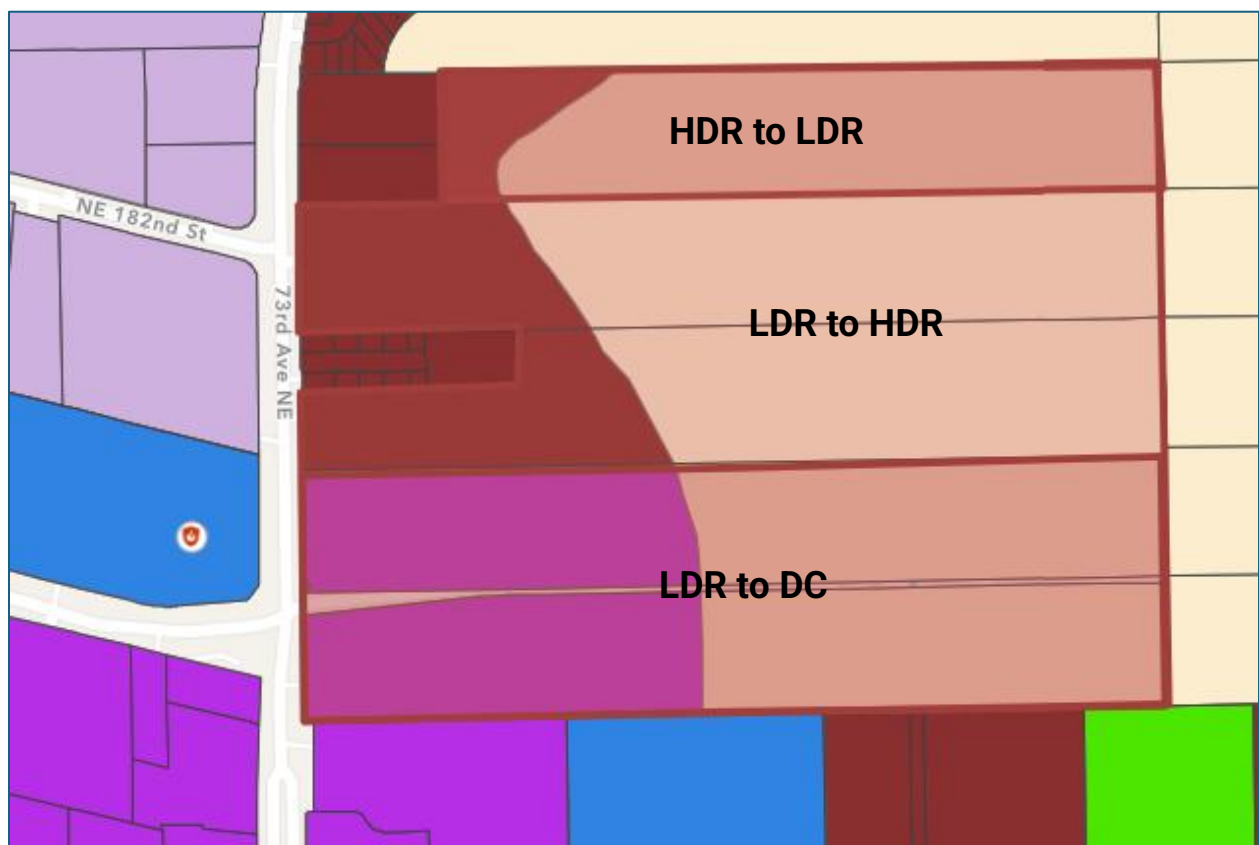
LDR to PPF

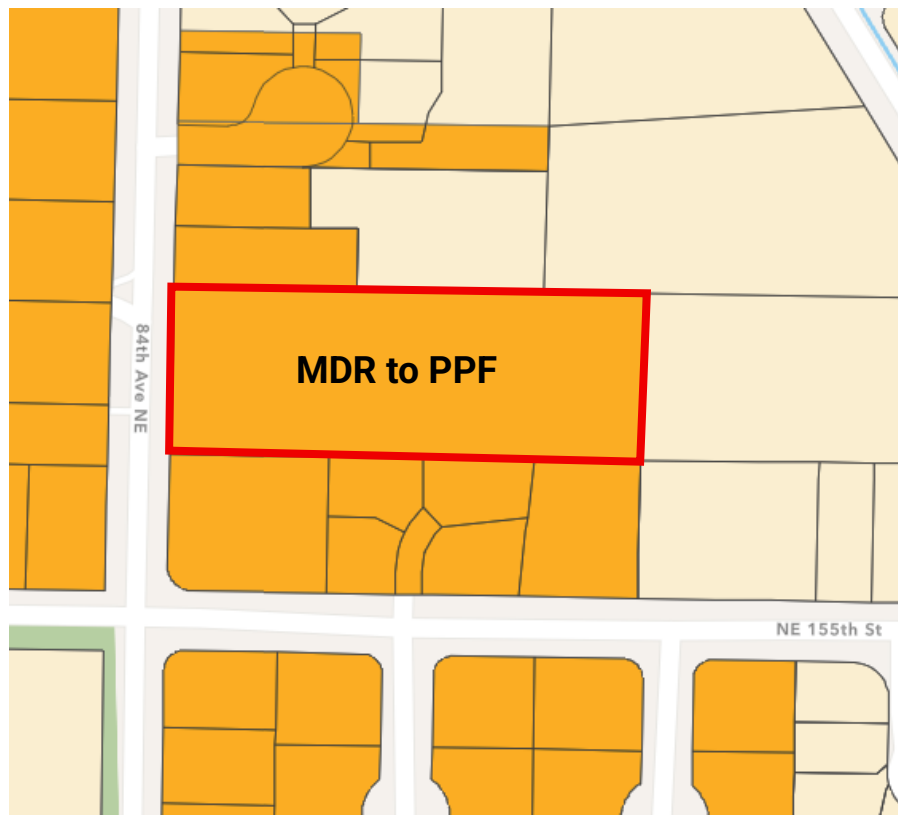
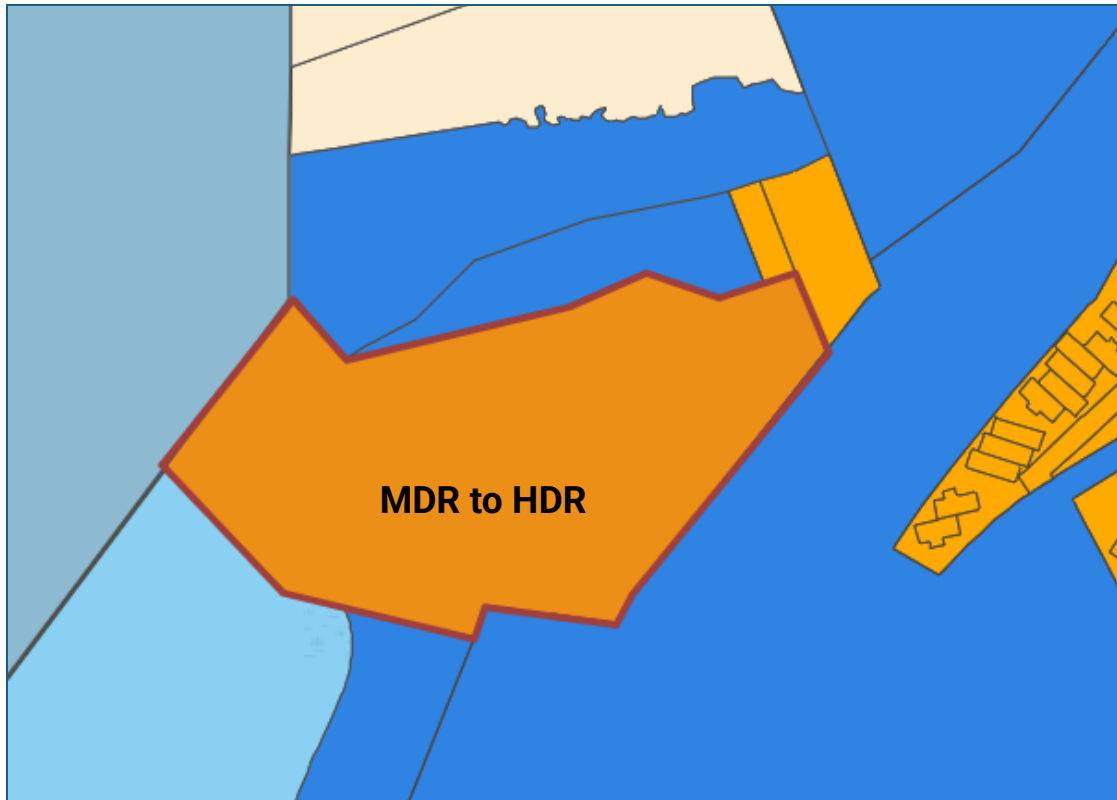
MDR to PPF

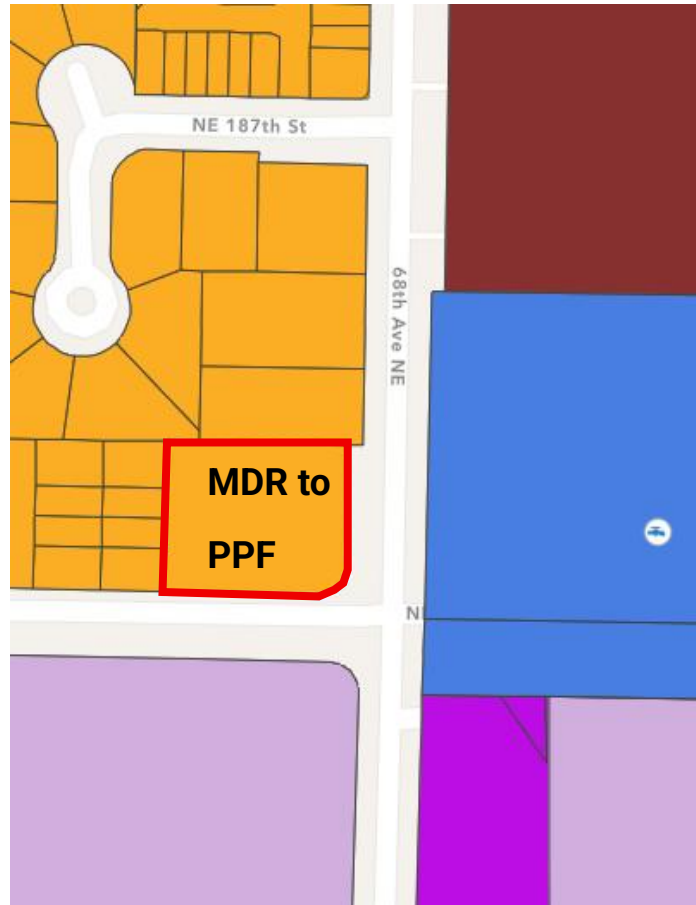


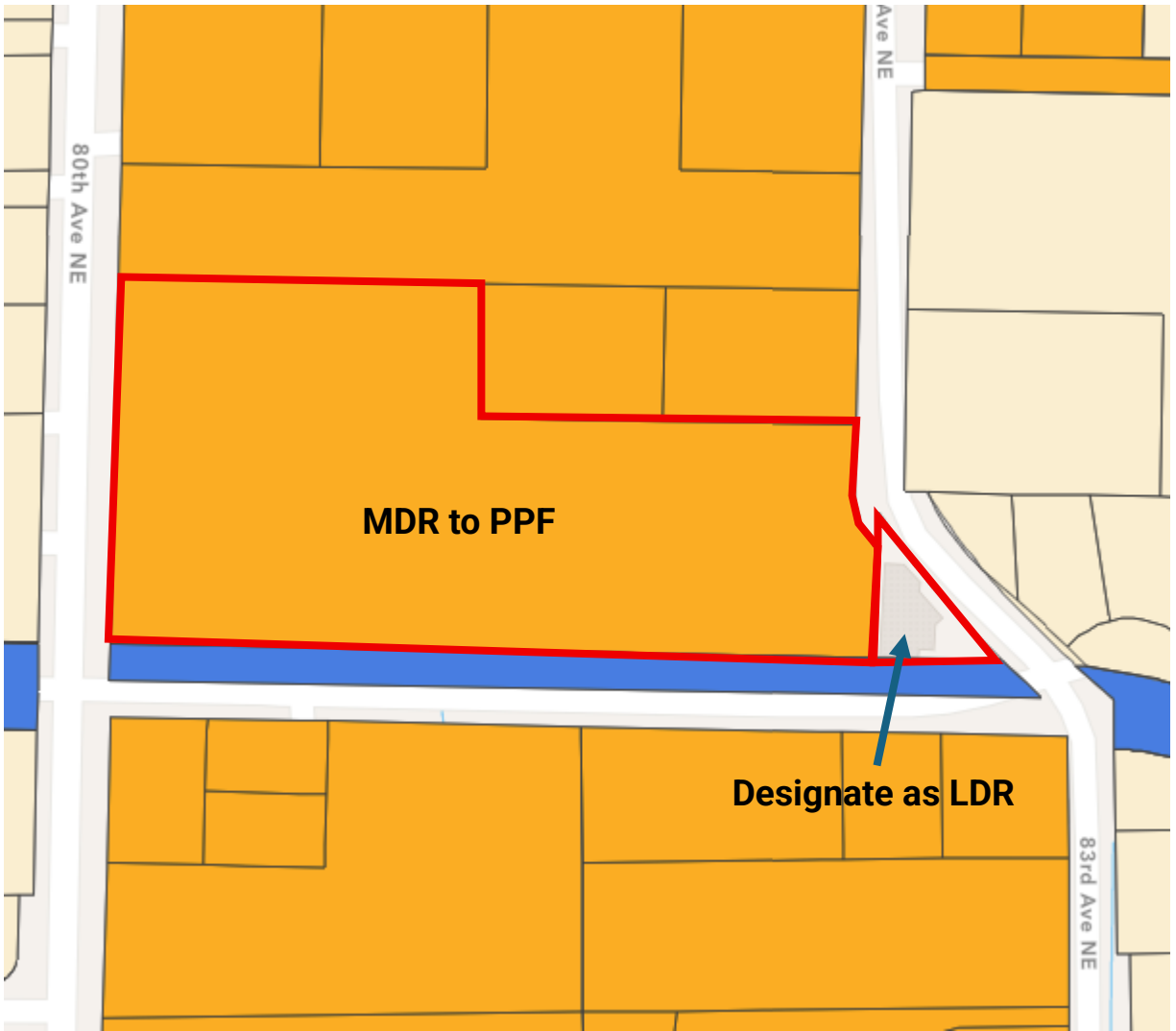
LDR to MDR











List of 2026 Zoning/Land Use Map Amendments

Zoning Map Amendments

Parcel Numbers	Amendment	Reason
4156700020	R-1 / R-4 to Park	City acquired as open space
4156700025		
4156700030		
4156700035		
4156700040		
0114100744	R-1 to Park	City acquired as open space
0114100772		
0114100998	R-1 to Park	City acquired as open space
0114100999		
0114101009		
0114100410	R-1 to Park	City acquired as open space
5631500860	R-1 to Park	City acquired as open space
3578600080	R-6 to R-4	Zoning map clean up
3578600082		
3578600091		
3578600081		
3578600083		
6190500550	R-4 to PSP	King County owned
5631500035	R-4 to PSP	Northshore SD owned
5631500010	R-4 to PSP	King County owned
1426049092	R-6 to R-4	Zoning map clean-up/Consistent with Land Use Map/Consistent with Land Use Map
1426049095		
1426049085		
9295100250	R-4 to R-6	Zoning map clean-up/Consistent with Land Use Map
9295100260		
9295100270		
0126049222	R-4 to R-6	Zoning map clean-up/Consistent with Land Use Map
0380500010	R-24 to R-12	Zoning map clean-up/Consistent with Land Use Map
0380500860		
0380500080		
0380500090		
0380500100		
0380500110		
0380500120		

0380500130		
0380500380		
0380500390		
0380500400		
0380500410		
0380500420		
0380500430		
0380500440		
0380500450		
0380500460		
0380500470		
0380500480		
0380500490		
0226049018	R-12 to R-24	Zoning map clean-up/Consistent with Land Use Map
0114100740	R-1 to R-4	Zoning map clean-up/Consistent with Land Use Map
0114100745		
0114100752		
0114100753		
0114100754		
0114100757		
0114100774		
0114100771		
0114100773		
0114100762		
0114100764	R4 to R-1	Zoning map clean-up/Consistent with Land Use Map
0114100750	R1 to R-4	Zoning map clean-up/Consistent with Land Use Map
0114100770		
0126049256	R-4 to R-6	Zoning map clean-up/Consistent with Land Use Map
0126049227		
9295100330	R-6 to R-4	Zoning map clean-up/Consistent with Land Use Map
0126049088	R-4 to R-6	Consistent with Land Use Map
0776900110	R-6 to R-4	
0776900120		

0776900130		Zoning map clean-up/Consistent with Land Use Map
0114100889	UC to UR	These are panhandles of a KC Housing Brookside development
0114100808	R-4 to R-1	Panhandle as part of a R-1 lot
3582770000	R-4 and R-24 to R-6	Part of Inglewood Village condos, similar development density
1126049177	R-4 to P	City of Kenmore owned, undeveloped
3582600000	R-6 to R-24	Associated amenities to Inglewood Shores condos.
5631501096	R-6 to R-4	Panhandle, consistent with Land Use Map
6190550010	R-12 to R-24	Part of same development, Northshore Townhomes, to west
5631500814	R-6 to R-4	Panhandle, consistent with Land Use Map
8568700050	R-4 to R-6	Consistent with Land Use Map
0114100971	UR to R-1	Vacant parcel
3724500000	R1 to UR	Apartments
0114100960		
0114100955	R-1 to DC	Lake City Partners and Former Fire Station (Daycare)
0114100950		
5634500740	R-1 to R-4	Related to respective plats (The Moorlands, Lakewood Gardens Tracts, Quinault Estates Add)
5634500720		
5634500714		
5634500710		
5634500695		
5634500692		
5634500688		
5634500620		
5634500611		
5634500603		
4156700051		
4156700052		
4156700053		

4156700057		
4156700056		
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4156700061		
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4156700063		
4156700066		
4156700065		
4156700071		
4156700072		
7018000500		
7018000510		
7018000520		
7018000530		
7018000540		
7018000550		
7018000560		
7018000570		
7018000581		
7018000580		
6181700086	CB to UC	Sherwin Williams, which faces SR-522. North side is topographically constrained. Should all be Urban Corridor.
0642300110	R6 to UR	Zoning map clean-up/Consistent with Land Use Map, should be all UR
0126049054	R6 to PSP	Puget Sound Energy substation
3578600090		
0226049025	R12 to PSP	

Land Use Map

Parcel Numbers	Amendment	Reason
5631500860	LDR to PPF	City acquired as open space
3578600080	MDR to LDR	Land Use Map clean up/consistency
3578600081		
3578600082		
3578600083		
3578600091		
6190500550	LDR to PPF	King County owned

5631500035		Northshore SD owned
5631500010	MDR to PPF	King County owned
9295100250		Land Use Map cleanup/consistency
9295100260		
9295100270		
9295100280		
9295100290		
0226049033	MDR to HDR	Land Use Map cleanup/consistency
0226049057		
0226049021		
0226049018		
7763600170		
7763600010		
7763600020		
7763600030		
7763600040		
7763600050		
7763600180		
7763600120		
7763600130		
7763600140		
7763600150		
7763600160		
7763600190		
7763600110		
7763600100		
7763600090		
7763600080		
7763600070		
7763600060		
0114100971	HDR to LDR	
3724500000	LDR to HDR	Land Use Map cleanup/consistency
0114100960		
0114100955	LDR to DC	Land Use Map cleanup/consistency
0114100950		
4156700020	LDR to PPF	City acquired as open space
4156700025		
4156700030		
4156700035		
4156700040		
3582600000	MDR to HDR	Land Use Map cleanup/consistency

0126049235	Designate as LDR	Previously no designation
0126049054	MDR to PPF	Puget Sound Energy substation
3578600090		
0226049025		